

Appendix B

Correspondence

APPENDIX B

Correspondence

TABLE B-1
Correspondence

Date of Correspondence	Author	Topic	Page
Federal Agency Correspondence			
August 1, 2001	USACE	Final Sign-off for Mitigation for Elgin-O'Hare Expressway Project	B-5
February 5, 2008	USFWS	Response to request for information on endangered or threatened species within proposed study area	B-11
February 22, 2008	Peoria Tribe of Indians of Oklahoma	Response to notification of EO-WB project	B-14
January 29, 2009	USFWS	Response to request for information on endangered or threatened species within the expanded study area	B-15
March 6, 2009	FAA	Response to Tier One 7460 Feasibility Study	B-17
May 26, 2011	FHWA	Joint Lead Agency Memorandum of Understanding	B-24
July 8, 2011	FHWA	Participating and cooperating agency invitations	B-32
July 12, 2011	USEPA	Response to participating and cooperating agency invitation	B-52
August 1, 2011	FEMA	Response to participating and cooperating agency invitation	B-53
August 3, 2011	FTA	Response to participating and cooperating agency invitation	B-54
October 13, 2011	FHWA	Request for concurrence with point 2 - alternatives to be carried forward	B-55
October 13, 2011	USACE	Concurrence with point 2	B-56
October 14, 2011	USFWS	Concurrence with point 2	B-57
October 17, 2011	USEPA	Concurrence with point 2	B-58
October 19, 2011	FHWA	Invitation to Illinois Tollway to be a joint lead agency	B-60
December 14, 2011	FAA	Response to Tier Two 7460 Feasibility Study	B-61

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July 23, 2012	FHWA, FAA, IDOT, Illinois Tollway, USACE, USFWS, USEPA, USDA-APHIS, IDNR, CH2M HILL, CBBEL, HR Green	Minutes from meeting to discuss FAA requirements under the agency's "Hazardous Wildlife Attractants on or near Airports" Advisory Circular, best management practices, and wetland mitigation	B-73
September 6, 2012	FHWA and USEPA	Illinois NEPA/404 Merger Meeting Minutes	B-77
State Agency Correspondence			
June 15, 2009	IDNR	Eco-CAT	B-84
July 24, 2009	IDOT	Cultural Resource Concurrence	B-85
September 16, 2009	IDOT	Cultural Resource Concurrence	B-87
February 18, 2010	IDOT	Cultural Resource Clearance	B-89
June 15, 2010	IDOT	Cultural Resource Clearance	B-91
October 5, 2010	Illinois Governor Pat Quinn	Executive Order Creating the Elgin-O'Hare West Bypass Advisory Council	B-93
October 25, 2010	INHS	Black-crowned Night Heron	B-96
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108370	B-100
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108378	B-102
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108384	B-104
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108389	B-106
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108393	B-108
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108394	B-110
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108396	B-112
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108398	B-114
February 11, 2011	IDNR	Eco-CAT Natural Resource Review – Project #1108402	B-116
February 14, 2011	IDNR	Consultation Termination– Project #1108370	B-118
February 14, 2011	IDNR	Consultation Termination– Project #1108378	B-119

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February 14, 2011	IDNR	Consultation Termination– Project #1108384	B-120
February 14, 2011	IDNR	Consultation Termination– Project #1108402	B-121
March 21, 2011	IDNR	License Agreement for INHD	B-122
April 29, 2011	IDOT	Cultural Resource Clearance	B-124
July 8, 2011	IDOT	Participating agency invitations	B-126
August 4, 2011	IEPA	Response to participating agency invitation	B-133
November 10, 2011	Illinois Tollway	Response to invitation to be a joint lead agency	B-134
January 31, 2012	IDOT	Section 4(f) Concurrence – Wood Dale Park District	B-136
February 7, 2012	IDOT	Section 4(f) Concurrence – City of Wood Dale	B-140
February 7, 2012	IDOT	Section 4(f) Concurrence – Village of Schaumburg	B-144
February 23, 2012	IDOT	Predicted noise on undeveloped land in Schaumburg	B-148
February 23, 2012	IDOT	Predicted noise on undeveloped land in Roselle	B-153
February 23, 2012	IDOT	Predicted noise on undeveloped land in unincorporated Cook County	B-158
March 8, 2012	IDOT	Status of Elgin O'Hare-West Bypass Preliminary Environmental Site Assessment (PESA) reports	B-163
August 8, 2012	IDNR	Concurrence regarding wetland impacts	B-165
October 9, 2012	IDOT	PESA Validation	B-167
Local Agency Correspondence			
July 13, 2011	Northlake	Response to participating agency invitation	B-168
June 22, 2010	House of Representatives	Copies of resolutions supporting Alternative 203 with Option D	B-169
July 19, 2011	Hanover Park	Response to participating agency invitation	B-240
July 19, 2011	Bensenville	Response to participating agency invitation	B-242
July 20, 2011	Elmhurst	Response to participating agency invitation	B-243

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July 22, 2011	MWRDGC	Response to participating agency invitation	B-244
July 25, 2011	Pace	Response to participating agency invitation	B-245
July 25, 2011	Wood Dale	Response to participating agency invitation	B-246
July 28, 2011	Mount Prospect	Response to participating agency invitation	B-247
July 29, 2011	CMAA	Response to participating agency invitation	B-248
July 29, 2011	Addison	Response to participating agency invitation	B-249
August 2, 2011	North Cook County Soil & Water Conservation District	Response to participating agency invitation	B-250
August 4, 2011	CTA	Response to participating agency invitation	B-251
August 5, 2011	Itasca	Response to participating agency invitation	B-252
August 5, 2011	Schaumburg	Response to participating agency invitation	B-253
August 5, 2011	Franklin Park	Response to participating agency invitation	B-254
August 10, 2011	FPDDC	Response to participating agency invitation	B-255
October 19, 2011	Elk Grove Village	Alternative Elgin O'Hare West Bypass Proposal	B-256
August 3, 2012	Elk Grove Village	Concurrence on Quadrant Bypass (Old Higgins Road) Intersection Alternate	B-261



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

AUG 01 2001

Construction-Operations Division
Regulatory Branch
009359110

SUBJECT: Elgin-O'Hare Expressway, Schaumburg, Cook County,
Illinois

John P. Kos
Illinois Department of Transportation
Division of Highways
201 W. Center Court
Schaumburg, Illinois 60196

Dear Mr. Kos:


The U.S. Army Corps of Engineers, Chicago District, has completed its review of your Department of the Army (DA) permit for the subject project. We are in receipt of The Conservation Fund letter dated July 18, 2001, which acknowledges payment of \$201,400 as compensation for the unsuccessful compensatory mitigation on the subject project.

This letter is intended to provide a "Final Sign-off" for the subject project. No further action is required by Illinois Department of Transportation in fulfillment of your obligations associated with DA permit 9359110.

Thank you for your assistance with this wetland mitigation project and in bringing this matter to a conclusion.

If you have any questions, please contact Ron Abrant of the Regulatory Branch, West Section at 312/353-6428, extension 4037, FAX 312/353-4110 or via E-mail at ron.j.abrant@usace.army.mil. You can also visit our website at www.usace.army.mil/lrc/co-r for more information on our program.

Sincerely,


Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copies Furnished:

IDOT, Chief Counsel (Edward R. Gower)
IDOT, Bureau of Design (Amy Spies Karhliker)



DEPARTMENT OF THE ARMY

CHICAGO DISTRICT, CORPS OF ENGINEERS

111 NORTH CANAL STREET

CHICAGO ILLINOIS 60606-7206

REPLY TO
ATTENTION OF

13 SEP 1996

Construction-Operations Division
Regulatory Branch

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

SUBJECT: Findings of Site Inspections of Illinois Department of
Transportation/District 1 (IDOT) Projects for Permit Compliance

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Carlson:

Representatives of this office, in conjunction with the U.S. Attorney's Office, inspected several IDOT project sites on August 5, 1996, in order to determine compliance with your Department of the Army (DA) permits. Specifically inspected were sites in conjunction with the following projects:

- 1) 199200339 - (FAP 339) Illinois Route (IL RT) 62 near South Barrington, Cook County;
- 2) 199200100 - (FAP 872) IL RT 83 at Gilmer Road in Long Grove, Lake County; and
- 3) 9359110 - (FAP 345) Elgin-O'Hare Expressway Mitigation Sites in DuPage and Cook Counties.

During these recent inspections, and several previous inspections with your staff and IDOT Central Office, we have determined that typical erosion control measures used for these projects are not effective and/or are not properly maintained. The numerous erosion control inspection reports, for example, submitted by the IDOT Resident Engineer for IL RT 62 repeatedly identify problems but the same problems continue to persist. As a result of soil erosion from IDOT projects, severe adverse impacts have developed in several wetland and creek areas. This is a violation of both the DA permit and the Illinois Environmental Protection Agency's 401 water quality certification conditions.

In accordance with the provisions of 33 CFR 326.4, you are hereby ordered to comply with the conditions of your permit within 30 days of receipt of this letter. Specifically, effective and appropriate soil erosion control measures must be installed, repaired, and/or maintained along the project corridors; and you must provide this office with a written proposal identifying the measures you will perform to remedy the specific impacts and situations referenced below.

Permit 199200339

(FAP 339) IL RT 62 - Algonquin Road

- Severe unchecked erosion along bridge at Paul Douglas Forest Preserve on south side of roadway at Lexington Drive. No erosion control in place. Severe erosion along south slope of roadway with plume of silt extending several hundred feet into wetlands and flowing into East Branch of Poplar Creek.
- Install and maintain erosion control measures. Construction is on-going, or already complete in many areas, without any erosion control measures having been put in place. Straw bale and silt fence ditch checks are consistently clogged with eroded material and continue to be overtopped with accumulated silt forcing water to flow around barrier.
- Clean out storm sewers. Numerous storm sewers along construction corridor blocked or filled with silt. The sewer located on the north side of roadway and just West of Little City was filled with more than 12 inches of fresh black topsoil and silt.
- Clean silt and debris from roadway ditches. Ditches and sediment basins are choked with accumulated eroded material and are compounding the erosion problem by forcing water to flow around obstructions and cut a new course through easily erodible soils. Utility lines have been undercut and exposed as result of water seeking path of least resistance around debris choked structures.

Permit 199200100

(FAP 339) IL RT 83 at Gilmer Road
Wetland Mitigation Site

Site has long history of problems.

- Still waiting for the set of AS-BUILTS PLANS for site.
- "Final" site elevations are questionable since the water levels do not correspond to plans; off by more than a few vertical feet.

- Debris and trash brought in with what IDOT refers to as "top soil" is prevalent throughout most of the site. Compost material brought on site for finished grade top soil is not suitable for sustaining wetland plant growth.
- Severe erosion has occurred on west side of constructed channel and has produced deltas of sediment into water course. Erosion from slopes continues to enter waterway. "Quick" areas exist in channel as result of sediment load. Remove deltas of sediments and stabilize slopes.
- Unauthorized modifications of site plans; berm on east side of channel to keep Indian Creek from overtopping is greater than proposed.
- "Spring" or drain tile arising from south end of site near Oakwood Road continues to severely erode site when water intersects the surface. Eroded gullies are greater than three feet deep in some areas. The quality of this water appears to be much better than the water that enters the site from Indian Creek and could be put to good use on the site if controlled.

Permit 009359101

(FAP 345) Elgin-O'Hare Expressway
Wetland Mitigation Site

- Erosion along EOM6 (Elgin-O'Hare Mitigation site 6). Within 15 days, submit your plan to correct the erosion problem occurring along the dripline of the south face of the bridge. It is causing sloughing of the bank of the north edge of EOM6 wetland. This problem was previously identified during field visits with your staff and IDOT Central Office on September 15, 1995. Erosion persists and has become much worse.

Erosion along EOM5. Slope on south edge of wetlands continues to erode. Muskrat tunnels compound the erosion and vegetation problems on the site. Eroded material should be pulled out of the wetland and slopes stabilized. As was discussed on several site visits with your staff over the past few years, the site should be burned to reduce continued spread of Salix interior and other invasive, undesirable plant species. Lythrum salicaria continues to spread unchecked throughout the site.

Erosion along EOM4. North slope of embankment continues to erode across access road and sediment flows into wetland. Stabilize access road and side slopes. Pull material out of the wetlands, stabilize shoreline, and replant vegetation. Still waiting for Burn Plan. This site also has continued spread of Salix interior and

Lythrum salicaria. IDOT did a good job rocking the north side double culvert under the entrance ramp, but water continues to flow along path of least resistance and cuts severe (> 12 inches) gullies elsewhere along ramp slope. Provide explanation for the placement of the large rocks into the wetland and why the access road continues to be devoid of any vegetation.

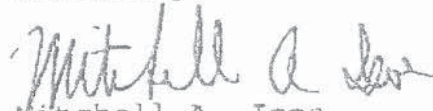
It was also noted during the inspections, that your wetland mitigation continues to fail to meet the performance standards. Within 30 days, provide your intention to either improve site conditions or, in consideration of the repeated failed attempts for site improvements, abandon the site and mitigate elsewhere.

Within 15 days, contact this office to schedule a meeting to be held at the Chicago District office to address these issues.

We will continue to inspect IDOT projects to ensure that you comply with the conditions of your DA permit. If you fail to comply, we will refer your case to the U.S. Attorney for legal action.

If you have any questions, please contact Mr. Ron Abrant of the Enforcement/Compliance Section at 312/353-6400, extension 4037.

Sincerely,



Mitchell A. Isoc
Chief, Regulatory Branch

Copies Furnished:

United States Attorney's Office (Ryczak)
United States Environmental Protection Agency (Pierard)
United States Fish & Wildlife Service (Rogner)
Illinois Department of Natural Resources/NRRC (Schanzle)
Illinois Environmental Protection Agency (Yurdin)
Illinois Department of Natural Resources/OWR (Jereb)
Illinois Department of Transportation/Division of Highways (Slifer)
Illinois Department of Transportation/Springfield (Gould)
Illinois Department of Transportation/Springfield (Perino)
Illinois Department of Transportation/District 1 (Macander)
Illinois Department of Transportation/District 1 (Wanner)
Illinois Department of Transportation/District 1 (Weaver)
Illinois Department of Transportation/District 1 (Waisbrot)
Forest Preserve District of Cook County (Jones)
Village of Hoffman Estates (Burchard)
Village of Long Grove (Doughty)
Village of Roselle (Weaver)
Village of Schaumburg (Longmeyer)
Village of Elk Grove Village (Parrin)
Village of South Barrington (Trego)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/8-FA-0221 / SL-0207

February 5, 2008

Mr. Peter E. Harmet
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
FEB 11 2008
DISTRICT #1

Dear Mr. Harmet:

This responds to your letter dated January 11, 2008 requesting information on endangered or threatened species within a proposed study area for the Elgin O'Hare -- West Bypass project. You enclosed a site location map and an aerial photograph indicating the study area boundaries. The study area extends approximately 2 miles outward from an area generally bounded by Interstate 90 on the north, Interstate 294 on the east, and Interstate 290 on the south and west. The study area is within Cook and DuPage Counties, Illinois.

Because you are requesting information for such a massive area of land, it is difficult to determine, given the documents submitted, whether this proposed project would adversely affect federal threatened or endangered species. At that time when more definitive routes are decided, we suggest that you submit them to this office along with information on wetlands that may be impacted, for a more thorough review.

The study area encompasses two known locations of the federally threatened eastern prairie fringed orchid (*Platanthera leucophaea*) and two known locations of the eastern massasauga rattlesnake (*Sistrurus catenatus*) which is a candidate for listing. No critical habitat for protected species occurs within the study area.

The two known locations of the eastern prairie fringed orchid are within T40N, R12E, Section 14 and T40N, R10E, Section 24. Possible habitat of the eastern prairie fringed orchid includes mesic prairie, sedge meadows, marsh edges and bogs. Soils of these habitats include glacial soils, lake plain deposits, muck, and peat. Potentially, any moderate to high quality wetland habitat within the study area could support habitat conducive to the presence of this species. If wetlands are to be impacted by this proposed project, careful attention should be made to the

quality of the wetlands and if necessary conduct searches for these types of habitat. If any of the above habitat remnants are found within any of the project areas, we request that searches for this species be conducted.

We have noticed that in northeastern Illinois orchid populations bloom sporadically rather than all plants blooming at the same time. Because of this pattern, and small population numbers, it is possible to conduct an orchid search and not detect orchids even when they are present.

If potential habitat is observed and a field search should be conducted, we recommend conducting the field search during the bloom date of the orchid; June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period. Using this approach, we could be more confident of negative survey results. Depending on the quality of habitat and proximity of known orchid locations, our confidence in negative survey results may be very low. We recommend working early on project plans to assure that potential orchid habitat would not be affected.

The eastern massasauga rattlesnake (*Sistrurus catenatus*) is known from both historic and recent records at the above locations. The eastern massasauga is a candidate for Federal listing, and is listed as a state endangered species by the Illinois Department of Natural Resources. Although candidate species do not receive Federal protection, we recommend considering their conservation now to help retain flexibility should the species be listed and receive protection under the Endangered Species Act. In northeast Illinois, the eastern massasauga most often occurs in shrubby or grassy habitats in floodplains and riparian corridors. We recommend that IDOT work with this office to identify areas where you should conduct surveys for the eastern massasauga along with habitat management actions that may be necessary for your survey to be valid.

Because the massasauga is a venomous species, a person familiar with it (and qualified to handle it) should be present when work takes place. Attempts should be made to carefully capture and move any such individuals a short distance (50 meters or less) away from the construction activity, and to suitable habitat. This office should also be informed if any massasauga is encountered after the proposed project commences. Please note that because the eastern massasauga is listed as a State endangered species, the Illinois Department of Natural Resources should be contacted to determine whether the project applicant or their contractor needs state permits to handle this species as described above.

We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

These comments only address federally listed species. Please contact the Illinois Department of Natural Resources for information on State-listed species. Also, we may have the opportunity to review the project for a broader range of fish and wildlife impacts if it requires a Section 404 permit. We are willing to work with you in advance of formal submittal if it would help streamline the approval process.

Mr. Peter E. Harmet

3

If you have any questions, please contact Ms. Cathy Pollack at 847/381-2253 ext. 20, or Ms. Karla Kramer at 847/381-2253 ext. 12.

Sincerely,

A handwritten signature in dark ink, reading "John D. Rogner". The signature is written in a cursive style with a large, looping "J" and a trailing flourish.

John D. Rogner
Field Supervisor



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

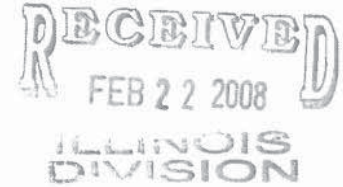
P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

February 22, 2008



US Department of Transportation
Federal HWY Admin
3250 Executive Park Drive
Springfield, Illinois 62703

RE: HAD-IL, Elgin O'Hare – West Bypass

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman



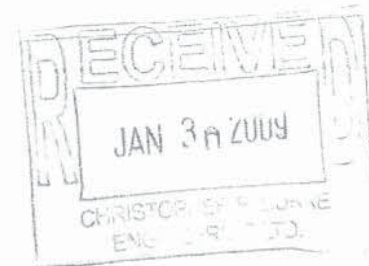
United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/8-FA-0221 / SL-0207

January 29, 2009

Mr. Peter M. Knysz
Christopher B. Burke Engineering, Ltd.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018



Dear Mr. Knysz:

This responds to your letter dated December 15, 2008 requesting information on endangered or threatened species within an expanded study area for the proposed Elgin O'Hare West Bypass project. This expanded study area includes area from North Plum Grove Road to west of US Route 20 in Hanover Park, DuPage County, Illinois as depicted on the maps you enclosed.

The previously submitted study area, which extended approximately 2 miles outward from an area generally bounded by Interstate 90 on the north, Interstate 294 on the east, and Interstate 290 on the south and west, was addressed in correspondence dated February 5, 2008. At that time we indicated that this area encompassed two known locations of the federally threatened eastern prairie fringed orchid (*Platanthera leucophaea*) and two known locations of the eastern massasauga rattlesnake (*Sistrurus catenatus*) which is a candidate for listing. No critical habitat for protected species occurred within the study area. Newer information indicates that the eastern massasauga rattlesnake is no longer an issue for the previous project boundaries.

The two known locations of the eastern prairie fringed orchid are within T40N, R12E, Section 14 and T40N, R10E, Section 24. Possible habitat of the eastern prairie fringed orchid includes mesic prairie, sedge meadows, marsh edges and bogs. Soils of these habitats include glacial soils, lake plain deposits, muck, and peat. Potentially, any moderate to high quality wetland habitat within the study area could support this species. If wetlands are to be impacted by this proposed project, careful attention should be made to the quality of the wetlands and if necessary conduct searches for these types of habitat. If any of the above habitat remnants are found within any of the project areas, we request that searches for this species be conducted.

We have noticed that in northeastern Illinois orchid populations bloom sporadically rather than all plants blooming at the same time. Because of this pattern, and small population numbers, it is possible to conduct an orchid search and not detect orchids even when they are present.

If potential habitat is observed and a field search should be conducted, we recommend conducting the field search during the bloom date of the orchid; June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period. Using this approach, we could be more confident of negative survey results.

We recommend working early on project plans to assure that potential orchid habitat would not be affected. We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

In regards to the new expanded study area from North Plum Grove Road to west of US Route 20 in Hanover Park, no federally listed species, nor critical habitat is known to occur.

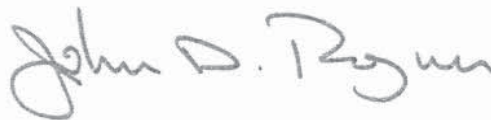
When more definitive routes for this proposed project are decided, we recommend that you submit them to this office along with information on the quality of the wetlands that may be impacted, for a more thorough review.

We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

These comments only address federally listed species. Please contact the Illinois Department of Natural Resources for information on State-listed species. Also, we may have the opportunity to review the project for a broader range of fish and wildlife impacts if it requires a Section 404 permit. We are willing to work with you in advance of formal submittal if it would help streamline the approval process.

If you have any questions, please contact Ms. Cathy Pollack at 847/381-2253 ext. 20, or Ms. Karla Kramer at 847/381-2253 ext. 12.

Sincerely,

A handwritten signature in dark ink, appearing to read "John D. Rogner". The signature is fluid and cursive, with the first name "John" being the most prominent part.

John D. Rogner
Field Supervisor



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 6, 2009

Mr. Peter Harmet,
Bureau Chief of Programming,
Illinois Department of Transportation – District 1
201 W. Center Court
Schaumburg, IL 60196

Tracy Victorine Lewis
Master Civil Engineer,
CH2MHill
10510 West Zemke Road
Chicago, IL 60666

Ms. Rosemarie Andolino,
Executive Director,
City of Chicago, Department of Aviation
10510 West Zemke Road
Chicago, Illinois 60666

Attn: Mr. Peter Harmet:

Chicago O'Hare International Airport
Feasibility Case No. 2008-AGL-1862-NRA
Elgin O'Hare West Bypass Feasibility Study

On September 30, 2005, the Federal Aviation Administration (FAA) approved the Chicago O'Hare International Airport Layout Plan (ORD ALP). The approved ALP contained FAR Part 77 penetrations associated with each runway, along with the proposed and FAA accepted resolutions (lower, remove, light, etc). A listing of the FAR Part 77 penetrations can be found on Pages 14 through 48 of the ALP. The goal of the FAA and the Illinois Department of Transportation (IDOT) should be to have all FAR Part 77 surfaces clear of obstructions and to have no impact on CAT II/III capability. However, in case-by-case situations, FAR Part 77 penetrations may exist, if no practical alternatives can be identified and is reviewed by the FAA.

As requested by IDOT, we have completed a feasibility study for this project. It is important to note that IDOT must submit a formal request for an airspace study before the actual proposed work may proceed.

Based on our review of the feasibility study, the FAA offers the following to consider as the design/planning process continues forward.

- 1) Ensure that there are no permanent impacts to CAT II/III minimums.
- 2) Any new information must be included in a Form 7460 submittal and have no objections from an airspace utilization standpoint.

- 3) Highway light poles must be obstruction lighted.
- 4) This feasibility study does not include the physical and electromagnetic radiation effect that temporary or permanent equipment may have on the operation of an air navigation facilities located on or off O'Hare. When conflicts arises with the air traffic electronic facilities during the planning phases of proposals, the FAA emphasizes the need for conserving the navigable airspace for aircraft; preserving the integrity of the National Airspace System, and protecting air navigation facilities from either electromagnetic or physical encroachments that would preclude normal operation. In the case of such a conflicting demand for airspace by the proposed construction or alteration, the first consideration is to change the proposal.
- 5) The Sponsor is responsible for the overall expenses for the relocation and/or replacement of modifications to FAA air traffic control and air navigation facilities or components when:
 - a) Class I facilities must be relocated, replaced or modified because the proposed project impairs the technical and operational characteristics of FAA facilities.
 - b) Class I facilities must be relocated, replaced or modified to permit the extension of runways or construction of new runways and taxiways or other improvements to the existing airport facilities; for example: expansion of roadways, parking areas, terminal buildings, and aircraft service areas.
 - c) The FAA has a lease, permit, license, or other document covering Class II facilities that gives FAA a legal basis for requesting that the airport owner or sponsor assume the cost of relocation and other modifications required for safety of public airports and protection of navigable airspace.

IFR IMPACTS

Point 9R-PT5:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 720. Penetrates by 2 feet.

Point 9R-PT6:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 712. Penetrates by 7 feet.

Point 4R"G"-PT3:

Runway 22L – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 681. Penetrates by 11 feet.

Point 14R-PT3:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 693. Penetrates by 3 feet.

No IFR Effects for all other points identified in this feasibility study.

If the above points are reduced by the amount of the penetration, there should no longer be any IFR effects. This is subject to change based on the necessity to formally request an airspace study prior to the start of construction.

PART 77 PENETRATIONS

See attached **Tables 1 – 4** for the results of the FAR Part 77 Penetrations for the proposed Elgin O'Hare – West Bypass Feasibility Study.

If you have any questions or require further clarification, please contact Richard Kula at (847) 294-7507 or me at (847) 294-8409.

Sincerely,



Jose G. de Leon
O'Hare Modernization Program Manager
Chicago Airports District Office

cc: Mr. Michael Boland, City of Chicago
ORD ATCT/ATM
ORD ATCT/NPPM
AGL 600
AGL 200
AGL 500
AGL FPO
AGL 471

TABLE 1
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Point	Runway 9L/27R				Future Runway 9C/27C				Future Runway 9R/27L			
	Runway 9L		Runway 27R		Runway 9C		Runway 27C		Runway 9R		Runway 27L	
	Primary	Approach	Primary	Approach	Primary	Transition	Primary	Transition	Primary	Transition	Primary	Transition
9L-PT0	1	NA	5	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1A	NA	7	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT0	NA	NA	NA	NA	1	NA	17	NA	NA	NA	NA	NA
9C-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT0	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	19	NA
9R-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT7	NA	NA	NA	NA	NA	NA	NA	NA	NA	2	NA	NA

NA represents Not Applicable

Penetrations are measured in Feet

TABLE 2
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	Runway 10/28			Future Runway 10C/28C			Future Runway 10R/28L		
	Primary	Approach	Transition	Primary	Approach	Transition	Primary	Approach	Transition
10L-PT0	1	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT1	NA	13	NA	NA	NA	NA	NA	NA	NA
10L-PT2	NA	15	NA	NA	NA	NA	NA	NA	NA
10L-PT3	NA	15	NA	NA	NA	NA	NA	NA	NA
10L-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT0	NA	NA	NA	1	NA	NA	NA	NA	NA
10C-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT0	NA	NA	NA	NA	NA	NA	18	NA	NA
10R-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT3	NA	NA	NA	NA	NA	NA	NA	2	NA
10R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	6

TABLE 3
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet
NA represents Not Applicable

<u>Point</u>	<u>Runway 4R</u>		<u>Runway 4R/22L</u>	
	<u>Primary</u>	<u>Approach</u>	<u>Primary</u>	<u>Runway 22L</u>
4R"E"-PT0	1	NA	8	
4R"E"-PT1	NA	3	NA	NA
4R"E"-PT2	NA	8	NA	NA
4R"E"-PT3	NA	NA	NA	NA
4R"F"-PT0	1	NA	8	
4R"F"-PT1	NA	6	NA	NA
4R"F"-PT2	NA	5	NA	NA
4R"F"-PT3	NA	8	NA	NA
4R"G"-PT0	1	NA	8	
4R"G"-PT1	NA	9	NA	NA
4R"G"-PT2	NA	NA	NA	NA
4R"G"-PT3	NA	22	NA	NA

TABLE 4

Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	Runway 14L/32R		Runway 14R		Runway 14R/32L		Runway 32L		Future Runway 28L	
	Primary	Approach	Primary	Approach	Primary	Approach	Primary	Approach	Runway 28L	Approach
28L-PT0	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
28L-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
28L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT0	1	NA	5	NA	NA	NA	NA	NA	NA	NA
14L-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT7	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT8	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT0	NA	NA	NA	NA	1	NA	17	NA	NA	NA
14R-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

May 26, 2011

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

In Reply Refer To:
HPER-IL

Ms. Christine Reed
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 627674

Subject: Memorandum of Understanding for the Elgin O'Hare-West Bypass
Tier 2 Environmental Impact Statement

Dear Ms. Reed:

Enclosed is a fully signed Memorandum of Understanding among the Illinois Department of Transportation, the Federal Aviation Administration, and the Federal Highway Administration, describing the roles and responsibilities of each agency for completing the Elgin O'Hare-West Bypass Tier 2 Environmental Impact Statement. Please contact me by phone at (217) 492-4625 if you have any questions regarding this document.

Sincerely,

Matt Fuller
Environmental Programs Engineer

Enclosure



MEMORANDUM OF UNDERSTANDING

AMONG

FEDERAL HIGHWAY ADMINISTRATION FEDERAL AVIATION ADMINISTRATION

AND

ILLINOIS DEPARTMENT OF TRANSPORTATION

Roles and responsibilities as joint lead agencies in the environmental review process in the preparation of a Tier Two Environmental Impact Statement for the Elgin O'Hare-West Bypass project (the "project") in Cook and DuPage Counties, Illinois

I. INTRODUCTION AND PURPOSE

- A. This Memorandum of Understanding (MOU) provides a framework under which the United States Federal Highway Administration (FHWA) and Federal Aviation Administration (FAA), and the Illinois Department of Transportation (IDOT) will jointly prepare a Tier Two Environmental Impact Statement (EIS) for the transportation concept selected during the Tier One EIS. Collectively, FHWA, FAA and IDOT are referred to herein as the "Parties." The purpose of this MOU is to establish an understanding among the Parties regarding the responsibilities of the Parties and the conditions and procedures to be followed in the development and preparation of the EIS.
- B. FHWA actions requiring the completion of an EIS are based on FHWA's mandate to approve changes in access to the Interstate system that may be necessary to implement the project and to find the project eligible for federal-aid highway funding in the future.
- C. FAA's federal actions include Airport Layout Plan (ALP) approval of the Bypass project and either a Land Release or a Land Use Release for the project. As shown in the FHWA Tier One Record of Decision, a portion of the project is proposed to use land currently within the boundaries of Chicago O'Hare International Airport. A Land Release would be required by the FAA to approve the land to be purchased by IDOT. If the land would not be purchased by IDOT and would remain under the ownership of the City of Chicago, a Land Use Release would be required by the FAA to approve the land to be used for non-aviation purposes. The FAA must complete an appropriate NEPA analysis prior to issuing ALP approval and land releases / land use releases. The ALP approval and the Land Release / Land Use Release must be requested by the

City of Chicago Department of Aviation of the FAA before the Joint Lead FHWA and FAA Tier Two Record of Decision is issued.

- D. IDOT is a public agency with statewide jurisdiction and therefore is empowered to prepare Environmental Impact Statements and other environmental documents with the FHWA furnishing guidance, participating in the preparation and independently evaluating the document, pursuant to 23 CFR 771.109. The Elgin O'Hare-West Bypass project is federally aided and requires several federal actions. Environmental documentation in the form of an Environmental Impact Statement is mandated to ensure that all decisions and actions are made with the full knowledge of their environmental consequences.
- E. The Parties shall develop and implement a timeframe agreement for this project to ensure an expedited and coordinated environmental review process for this project. The intent of the timeframe agreement is to identify key steps in the process and the responsibilities of the respective agencies. The timeframe agreement does not supersede or shortcut the statutory review periods set forth in public laws or applicable regulations, policies or procedures. The EIS and any related documents shall comply with the provisions of the National Environmental Policy Act (NEPA); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and appropriate Council on Environmental Quality (CEQ), United States Department of Transportation (USDOT), FAA and FHWA and IDOT environmental regulations and guidance as well as applicable federal, state, and local laws.
- F. The Parties hereto intend that development and preparation of the EIS, as provided in this MOU, will satisfy the applicable environmental requirements of the FAA and FHWA and any other federal agencies that are later designated as cooperating agencies or the state of Illinois

II. GENERAL PROVISIONS

- A. FHWA and FAA shall be collectively referred to herein as "Joint Federal Lead Agencies" and will be jointly and equally responsible for assuring compliance with all the requirements of NEPA (42 U.S.C. 4321 et seq.), CEQ regulations (40 C.F.R. parts 1500-1508) and appropriate FHWA and FAA environmental orders. For administrative convenience, the FHWA shall be administratively responsible, with participation by the FAA, for defining the scope and content of the EIS, assuring that all pertinent environmental issues and impacts are addressed and reasonable alternatives and their impacts are addressed in the EIS.

- B. FHWA shall be administratively responsible, after consultation with the FAA, for directing the scope and content of the EIS. As joint lead federal agency, FAA shall assist in confirming that the content required by FAA policy, program specific guidance, statute, law or regulation is included in the EIS.
- C. IDOT is solely responsible for engaging and retaining consultants for the preparation of the EIS.
- D. IDOT will provide, through its staff or its consultants, the expertise, staffing and technical capabilities required for the preparation of the EIS and act as the agent of FHWA and FAA for certain administrative/ministerial acts including but not limited to maintenance and indexing of project files for the federal agencies, capable of being used as an Administrative Record, and processing of FOIA requests for the federal agencies based upon federal requirements. FHWA, with the participation and concurrence of the FAA, will direct the scope of the EIS and will evaluate all information, environmental data and analyses submitted by IDOT and, as necessary, require revisions or additional study and analysis to be performed.
- E. IDOT, FHWA and FAA shall:
 - 1. Appoint representatives necessary to accomplish the coordination, development and preparation necessary for the satisfactory completion of the EIS. Notice to each agency's appointed representative shall constitute notice to that agency.
 - 2. Review substantive phases of preparation of the EIS and related documents as described in section III of this MOU.
 - 3. Require their respective representatives to attend meetings with other federal, state, regional and local agencies for the purpose of increasing communications and receiving comments as the same may be necessary, desirable or required by law in preparation of the EIS.

III. PROCEDURES

- A. Under the administrative direction of FHWA, IDOT shall develop and submit the following documents to FHWA and FAA for review and approval:
 - 1. Coordination Plan (Stakeholder Involvement Plan)

2. Timeframes Agreement
3. Notice of Intent to prepare an EIS
4. Cooperating Agencies and Participating Agency Letters
5. Methodologies for analyzing alternatives and impacts
6. Purpose and Need Statement
7. Alternative Analysis
8. Alternatives to be Carried Forward
9. Draft EIS
10. Preferred Alternative
11. Final EIS
12. Record of Decision

Additional documents may be required and will be determined jointly by IDOT, FHWA and FAA.

- B. Coordination Plan (Stakeholder Involvement Plan) - IDOT will develop a draft Coordination Plan, which will describe how stakeholders will be involved in the development of the project, for review and comment by FHWA and FAA. IDOT, FHWA, and FAA must agree on the contents of the plan. IDOT will be responsible for maintaining the Coordination Plan and coordinating any changes with FHWA and FAA.
- C. Timeframes Agreement – IDOT will develop a draft Timeframes Agreement showing key project development milestones, the responsible agency, and the timeframe associated with each milestone. FHWA and FAA will review and comment on the Timeframes Agreement. IDOT, FHWA and FAA must agree upon the timeframes identified in the Agreement and meet such timeframes. IDOT will be responsible for maintaining the Timeframes Agreement and coordinating any changes with FHWA and FAA.

- D. Notice of Intent (NOI) - IDOT will prepare the draft NOI for review and comment by FHWA and FAA. IDOT, FHWA and FAA must agree on the content of the NOI. The FHWA will be responsible for submitting the NOI to the Federal Register through its administrative process.
- E. Cooperating Agencies and Participating Agencies – IDOT will be responsible for preparing draft letters addressed to agencies that are to be requested to become cooperating agencies and/or participating agencies for FHWA and FAA review and comment. IDOT will be responsible for sending letters to state and local agencies that are participating agencies. FHWA will be responsible for sending letters to federal agencies requested to be either cooperating and/or participating agencies, to state agencies that are requested to be cooperating agencies, and for coordination with federally recognized tribes.
- F. Methodologies for analyzing alternatives and impacts – IDOT will be responsible for developing draft methodologies for analyzing alternatives and impacts. FHWA and FAA will review and comment on the draft methodologies and provide comments to IDOT. IDOT will be responsible for coordinating the methodologies with the participating agencies, obtaining their feedback and responding to any comments received. The final methodologies must be agreed upon by IDOT, FHWA and FAA.
- G. Purpose and Need Statement– IDOT will be responsible for developing a draft Purpose and Need Statement for the project and FHWA and FAA will review and comment on such draft. IDOT and FHWA will be responsible for coordinating the Purpose and Need Statement with the Cooperating Agencies, Participating Agencies and the public. FHWA and IDOT will be responsible for obtaining concurrence from the NEPA-404 Merger agencies. The Purpose and Need Statement must be agreed upon by IDOT, FHWA and FAA.
- H. Alternatives to be Carried Forward - IDOT will be responsible for developing a draft Alternatives Analysis that will be the basis for identifying Alternatives to be Carried Forward. FHWA and FAA will review and comment on the draft documentation. IDOT and FHWA will be responsible for coordinating the Alternatives to be Carried Forward with the Cooperating Agencies, Participating Agencies and the public. FHWA and IDOT will be responsible for obtaining concurrence from the NEPA-404 Merger agencies. The Alternatives to be Carried Forward in the Draft EIS must be agreed upon by IDOT, FHWA and FAA.

- I. Draft EIS – IDOT will be responsible for preparing the preliminary draft EIS for review and comment by FHWA and FAA. At the request of any of the agencies, a meeting will be convened to discuss comments on the preliminary draft EIS. IDOT, FHWA and FAA must agree upon the contents of the draft EIS prior to obtaining signatures on the draft EIS. Upon the signature sheet being signed by IDOT, FHWA and FAA, FHWA through its administrative process will seek to have the Notice of Availability published in the Federal Register. IDOT will provide three (3) copies of the fully signed Draft EIS to FHWA and six (6) copies of the fully signed Draft EIS to FAA.
- J. Public Hearing - Upon completion of the Draft EIS, IDOT will be responsible for organizing and conducting any public hearing.
- K. Comments on the Draft EIS - At the close of the Draft EIS review and comment period, IDOT will address all substantive comments received on the Draft EIS and include them in the Final EIS. The responses to the comments submitted on the Draft EIS must be agreed upon by IDOT, FHWA and FAA.
- L. Preferred Alternative - IDOT will be responsible for developing a draft Preferred Alternative document and FHWA and FAA will review and comment on the draft. IDOT and FHWA will be responsible for coordinating the Preferred Alternative with the stakeholders as described in the Coordination Plan. FHWA and IDOT will be responsible for obtaining concurrence from the NEPA-404 Merger agencies. The Preferred Alternative must be agreed upon by IDOT, FHWA and FAA.
- M. Final EIS – IDOT will be responsible for preparing the preliminary final EIS for review and comment by FHWA and FAA. At the request of any of the agencies, a meeting will be convened to discuss comments on the preliminary draft EIS. FHWA and FAA will submit the final EIS to their respective legal counsels for legal sufficiency reviews after all FHWA and FAA comments have been addressed. IDOT, FHWA and FAA must agree upon the contents of the final EIS prior to obtaining signatures on the final EIS. Upon the signature sheet being signed by IDOT, FHWA and FAA, FHWA through its administrative process will seek to have the Notice of Availability published in the Federal Register. IDOT will provide three (3) copies of the fully signed Final EIS to FHWA and six (6) copies to FAA.
- N. Record of Decision – IDOT will be responsible for preparing the draft Record of Decision for review and comment by FHWA and FAA. The Record of Decision

must be agreed upon by IDOT, FHWA and FAA. The Record of Decision will be a joint Record of Decision with both FHWA and FAA being signatories.


IV. CESSATION AND TERMINATION

Any of the Parties to this MOU may withdraw from the terms of this MOU for good cause upon 30 days written notice to the other parties. During this 30-day period, the parties will actively attempt to resolve any disagreement or legal, technical or budgetary constraints or restrictions.

V. MODIFICATION

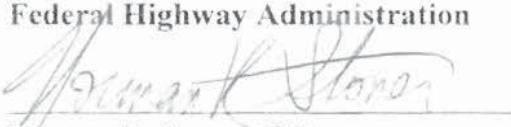
This MOU represents the entire agreement between the parties hereto and may be modified by the Parties hereto only by written agreement executed by all such Parties

Federal Aviation Administration


Barry Cooper
Regional Administrator

5/6/11
Date

Federal Highway Administration


Norman R. Stoner, P.E.
Division Administrator

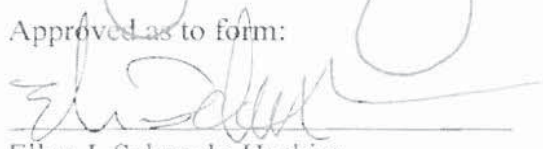
04/21/2011
Date

Illinois Department of Transportation


Gary Hannig, Secretary

4-8-11
Date

Approved as to form:


Ellen J. Schanzle-Haskins
Chief Counsel - IDOT

4-7-11
Date



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Mr. Andrew Velasquez III
Regional Administrator
Federal Emergency Management Agency
536 South Clark St., 6th Floor
Chicago, IL 60605

Subject: Tier Two Environmental Impact Statement

Dear Mr. Velasquez:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern

regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA, IDOT, and FAA identified the Federal Emergency Management Agency (FEMA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the FEMA to become a *participating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

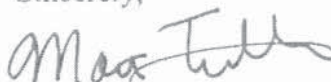
1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Honorable Rahm Emanuel
Mayor
City of Chicago
121 North LaSalle Street
Chicago, IL 60602

Subject: Tier Two Environmental Impact Statement

Dear Mayor Emanuel:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could

substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the City of Chicago as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and the City of Chicago has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the City of Chicago to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency does not accept the invitation to be a participating agency, then FHWA and IDOT will not consider the City of Chicago to be a participating agency. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



US Department
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**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Mr. Joseph C. Szabo
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW, Stop 35
Washington, DC 20005

Subject: Tier Two Environmental Impact Statement

Dear Mr. Szabo:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Federal Railroad Administration as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and FRA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the FRA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA

Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT

Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



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July 8, 2011

Refer To: HPER-IL

Ms. Marisol Simon
Regional Administrator
Federal Transit Administration
200 W. Adams St., Suite 320
Chicago, IL 60606

Subject: Tier Two Environmental Impact Statement

Dear Ms. Simon:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Federal Transit Administration (FTA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and FTA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the FTA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

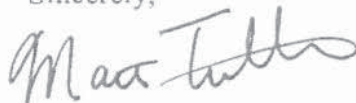
Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



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July 8, 2011

Refer To: HPER-IL

Mr. Steve Hamer
Program Manager
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Subject: Tier Two Environmental Impact Statement

Dear Mr. Hamer:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could

substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Illinois Department of Natural Resources (ILDNR) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and ILDNR has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the ILDNR to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

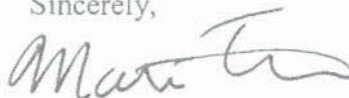
The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency does not accept the invitation to be a participating agency, then FHWA and IDOT will not consider ILDNR to be a participating agency. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA

Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



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Illinois Division

July 8, 2011

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www.fhwa.dot.gov/ildiv

Refer To: HPER-IL

Ms. Kristi Lafleur
Executive Director
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515

Subject: Tier Two Environmental Impact Statement

Dear Ms. Lafleur:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could

substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Illinois State Toll Highway Authority (ISTHA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and ISTHA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the ISTHA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency does not accept the invitation to be a participating agency, then FHWA and IDOT will not consider ISTHA to be a participating agency. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

cc: Ms. Amy Hanson, FAA

Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region I Engineer, IDOT



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Springfield, IL 62703
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July 8, 2011

Refer To: HPER-IL

Mr. John S. Pistole
Administrator TSA-1
Transportation Security Administration
601 S. 12th Street
Arlington, VA 22202-4220

Subject: Tier Two Environmental Impact Statement

Dear Mr. Pistole:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Transportation Security Administration (TSA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and TSA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the TSA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA

Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT

Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



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Illinois Division

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July 8, 2011

Refer To: HPER-IL

Ms. Kathy Chernich
U.S. Army Corps of Engineers
Chicago District
111 North Canal Street, Suite 600
Chicago, IL 60606-7206

Subject: Tier Two Environmental Impact Statement

Dear Ms. Chernich:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the U.S. Army Corps of Engineers (USACE) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USACE has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the USACE to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

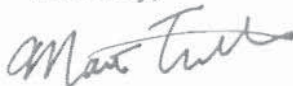
- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA

Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT

Ms. Diane O'Keefe, Deputy Director, Region I Engineer, IDOT



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Mr. Kenneth Westlake
Manager, Region 5
U.S. Environmental Protection Agency
77 West Jackson Blvd, Mailcode (E-19J)
Chicago, IL 60604

Subject: Tier Two Environmental Impact Statement

Dear Mr. Westlake:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the U.S. Environmental Protection Agency (USEPA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USEPA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the USEPA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA

Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT

Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Mr. Shawn Cirton
U.S. Fish & Wildlife Service
Chicago Illinois Field Office
1250 S. Grove, Suite 103
Barrington, IL 60010

Subject: Tier Two Environmental Impact Statement

Dear Mr. Cirton:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project study area is located in DuPage and Cook Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin-O'Hare Expressway corridor, between the O'Hare Airport on the east and Barrington Road on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, design study report, Interchange Justification Report, and Tier Two Draft EIS, Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmental damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS and the selected alternative in the ROD.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, federal

agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the U.S. Fish & Wildlife Service (USFWS) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USFWS has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the USFWS to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

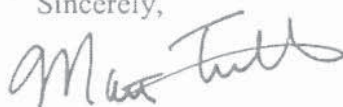
Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 12 2011

RECEIVED
JUL 18 2011

REPLY TO THE ATTENTION OF
mailcode E-19J

FHWA

Matthew Fuller
Environmental Programs Engineer
Federal Highway Administration, Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

**RE: Federal Highway Administration (FHWA) Request for the U.S. EPA to be
a Participating / Cooperating Agency for the Illinois Department of Transportation
(IDOT) Tier II Elgin O'Hare-West Bypass Project,**

Dear Mr. Fuller:

The United States Environmental Protection Agency, Region 5 (EPA) has received your invitation letter of July 8, 2011, regarding the above project. Because EPA has expertise concerning the nation's natural resources and National Environmental Policy Act (NEPA) documents, we do have an interest in this project.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and in keeping with our responsibilities under the NEPA and Section 309 of the Clean Water Act, we accept the invitation to be a cooperating agency for this project, to the degree time and resources permit, in the manner you requested, specifically:

1. We will provide meaningful early input to defining the purpose and need, the range of alternatives to be considered in detail, methodologies and level of detail for alternatives analysis;
2. Participate in coordination meetings and appropriate field reviews;
3. Provide timely review and comment on pre-draft and subsequent environmental documents.

We look forward to continuing discussion of the issues involved in this project along with the preparations for and review of the draft Environmental Impact Statement. Feel free to contact me at 312-886-2910 / westlake.kenneth@epa.gov or Norm West, my staff member, at 312-353-5692 / west.norman@epa.gov, with further information or inquiries regarding this project.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance



FEMA

Mr. Matt Fuller
Environmental Programs Engineer
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

AUG 01 2011

Subject: Two Tier Environmental Impact Statement

Dear Mr. Fuller:

The Federal Emergency Management Agency (FEMA), Region V, received your inquiry letter regarding the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare -West Bypass (EOWB) project. FEMA accepts your invitation to be a participating agency in the development of the EIS for the EOWB project. We look forward to providing expertise in floodplain management and other relevant areas throughout the development of the EIS.

The point of contact for FEMA is Jennifer Scholl, Natural Hazards Program Specialist. She can be reached by phone at (312) 408-5205 or via email at Jennifer.Scholl@dhs.gov.

Thank you for considering and inviting FEMA to participate in this important project.

Sincerely,

Andrew Velasquez III
Regional Administrator

RECEIVED

AUG 03 2011

FHWA



U.S. Department
Of Transportation
**Federal Transit
Administration**

Region V

200 West Adams Street
Suite 320
Chicago, Illinois 60606-5253

August 3, 2011

Mr. Matt Fuller
Environmental Programs Engineer
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Re: Participating and cooperating agency for the Tier Two Environmental Impact Statement for the Elgin O'Hare - West Bypass Project, Chicago, Cook and DuPage Counties, Illinois

Dear Mr. Fuller:

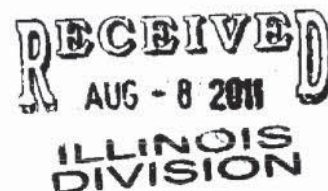
Thank you for your letter dated July 8, 2011, inviting the Federal Transit Administration (FTA) to become a participating and coordinating agency in the development of the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass (EOWB) Project, Cook and DuPage Counties, Illinois.

In response to this letter, we agree to become a participating and cooperating agency in the EIS process, FTA will, as related to our area of expertise, provide meaningful and early input on defining the purpose and need, determine the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternative analysis. In addition, FTA will participate in coordination meetings and joint field reviews, as appropriate.

Renee Kuruc, Environmental Protection Specialist, will serve as the point contact for this project. She can be reached at (312) 353-1646.

Sincerely,

Marisol R. Simon
Regional Administrator



Subject: FW: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2 (UNCLASSIFIED)

-----Original Message-----

From: Matt.Fuller@dot.gov [<mailto:Matt.Fuller@dot.gov>]

Sent: Thursday, October 13, 2011 10:23 AM

To: [Shawn Cirton@fws.gov](mailto:Shawn.Cirton@fws.gov); Chernich, Kathy G LRC; Hall, Soren G LRC;
West.Norman@epamail.epa.gov; westlake.kenneth@epa.gov

Cc: Pete.Harmet@illinois.gov; Ronald.Krall@illinois.gov; Mike.Hine@dot.gov;
Walter.Zyznieuski@illinois.gov; Jon-Paul.Kohler@dot.gov; Janis.Piland@dot.gov;
Jerry.Stevenson@dot.gov

Subject: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2

Good morning everyone - FHWA and IDOT hereby request concurrence point #2 for the Elgin O'Hare West Bypass project, alternatives to be carried forward in the DEIS. Following the September NEPA-404 merger meeting, IDOT presented additional information requested by the agencies regarding BMPs at several one-on-one meetings, as well as a meeting with all agencies on October 12, 2011 at the USACE office. Please provide a response by October 19, 2011.

Thank you for your active participation in the NEPA-404 merger process.

Matt

Classification: UNCLASSIFIED

Caveats: NONE

Subject: FW: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2 (UNCLASSIFIED)

-----Original Message-----

From: Hall, Soren G LRC [<mailto:Soren.G.Hall@usace.army.mil>]

Sent: Thursday, October 13, 2011 10:54 AM

To: Fuller, Matt; [Shawn Cirton@fws.gov](mailto:Shawn.Cirton@fws.gov); Chernich, Kathy G LRC; West.Norman@epamail.epa.gov; westlake.kenneth@epa.gov

Cc: Harmet, Pete E; Krall, Ronald D; Hine, Mike; Zyznieuski, Walter G; Kohler, Jon-Paul; Piland, Janis; Stevenson, Jerry

Subject: RE: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2
(UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Matt,

The Corps concurs with point 2, alternatives to be carried forward.

Thanks,
Soren

Soren Hall

Project Manager

U.S. Army Corps of Engineers - Chicago District Regulatory Branch - West Section

111 North Canal Street, 6th Floor

Chicago, Illinois 60606

312-846-5532

312-353-4110 fax

Subject: FW: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2

From: Shawn Cirton@fws.gov [mailto:Shawn Cirton@fws.gov]

Sent: Friday, October 14, 2011 9:00 AM

To: Fuller, Matt

Cc: Piland, Janis; Stevenson, Jerry; Kohler, Jon-Paul; kathy.g.chernich@usace.army.mil; Hine, Mike; Harmet, Pete E; Krall, Ronald D; Soren.G.Hall@usace.army.mil; Zyznieuski, Walter G; westlake.kenneth@epa.gov; West.Norman@epamail.epa.gov

Subject: Re: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2

Matt,

The USFWS concurs with Concurrence Point #2 for the EO-WB.

Shawn

Shawn Cirton

Fish and Wildlife Biologist

USFWS - Chicago Illinois Field Office

1250 South Grove Avenue, Suite 103

Barrington, IL 60010

(847)381-2253 xt.19

(847)381-2285 Fax

Wednesdays and Fridays - USACOE - (312)846-5545

<http://midwest.fws.gov/chicago>



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION V
77 West Jackson Boulevard
Chicago, IL 60604

Office of Enforcement & Compliance Assurance
NEPA Implementation
Mail Code: E-19 J

To: Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Phone: 217 - 492 - 4625 Fax: **217 - 492 - 4324**

From: Norm West

Phone: **312 - 353 - 5692** Norm West Fax: 312 - 408 - 2204

Date: 10 / 17 / 2011 Number of pages,
including this cover sheet: **2**

Comments: A snail mail hard copy for your files to follow.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 17 2011

REPLY TO THE ATTENTION OF:

E-19J

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Concurrence for the Elgin O' Hare West Bypass Project Alternatives Considered for the Tier Two Environmental Impact Statement

Dear Mr. Fuller:

Our comment letter is provided pursuant to the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. This project is being developed using a merged process of NEPA and Section 404 of the Clean Water Act. We previously concurred with the project purpose and need during the September 8, 2011 agency merger meeting. We expressed the need for clarification of the alternatives being considered and the various impacts associated with those alternatives. During subsequent meetings with the U.S. EPA, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service, the Illinois Department of Transportation project team provided more detailed graphics and discussion of the alternatives and considerations leading to some alternatives being dismissed. We were able to clarify how several alternative decisions might affect stormwater run-off as it impacts roadside and natural watercourses. The potential for additional areas of water retention / detention basins and best management practice considerations at these basins and in floodplain areas was discussed.

This letter is to provide U.S. EPA concurrence for the Alternatives Considered for this project, concurrence point #2 in our merged process.

Thank you for the opportunity to comment on the alternatives for this project. Should you have any questions regarding our comments, please feel free to contact me or my staff member, Norm West, at 312-353-5692 or west.norman@epa.gov.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

October 19, 2011

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv/index.htm

In Reply Refer To:
HPER-IL

Ms. Kristi Lafleur
Executive Director
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515

Subject: Elgin O'Hare-West Bypass Lead Agency Participation

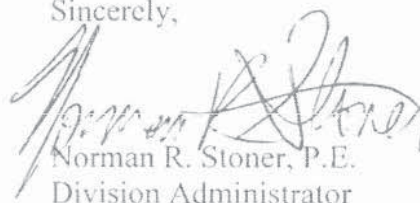
Dear Ms. Lafleur:

The Federal Highway Administration, in consultation with the Illinois Department of Transportation and the Federal Aviation Administration, hereby request the Illinois State Toll Highway Authority (ISTHA) become a joint lead agency for the National Environmental Policy Act process for the Elgin O'Hare-West Bypass project. As the implementing agency for the project, ISTHA will be responsible for the commitments in the Environmental Impact Statement (EIS) and Record of Decision and therefore it is appropriate for the ISTHA to serve in a joint-lead agency role.

As a joint lead agency, the ISTHA would be expected to remain actively engaged in the project development process, including, but not limited to, participation in public events, design review, formulation of mitigation measures, document review, and sign the Draft and Final EIS.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of the Tier Two EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

cc: Ms. Amy Hanson, Federal Aviation Administration
Mr. Scott Stitt, Bureau of Design and Environment, IDOT
Ms. Diane O'Keefe, Region 1, IDOT



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 14, 2011

Mr. Pete Harmet,
IDOT Bureau Chief of Programming,
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Attn: Mr. Pete Harmet:

Chicago O'Hare International Airport
Feasibility Study No. 2011-AGL-3913 thru 4424-NRA
Elgin O'Hare West Bypass Tier 2 Feasibility Study

The Illinois Department of Transportation (IDOT) submitted a feasibility study to the FAA to evaluate proposed temporary and permanent potential impacts associated with the Elgin O'Hare West Bypass project. In this submission IDOT provided the FAA the full scope of the project – east boundary being the bypass and the west boundary being located to the west end of Schaumburg Airport. It is the FAA's understand this feasibility study represents IDOT's 30% design drawings.

It is important that IDOT continue to work closely with the FAA through the design and permitting of the Elgin O'Hare West Bypass Project to ensure consistency with the appropriate FAA policies, Advisory Circulars, and Orders.

The FAA evaluated the information provided by IDOT with the understanding that the engineering is not yet complete and that more information will be provided in either future feasibility studies and/or airspace evaluation construction safety phasing plans.

Based on this preliminary evaluation, we offer the following comments:

- 1) Since this is a feasibility study, the FAA does not provide concurrence or non-concurrence with the Sponsor's proposal. The comments are for planning purposes only. Once the proposed project has reached final design, a Form 7460, Notice of Proposed Construction and Alteration, must be submitted, reviewed, and determined to provide no hazard to the navigable airspace prior to the start of construction. Given the complexity of the proposed project, submitting another feasibility study once design is considered at least 60% complete (and

90% complete) may be prudent given the following comments. When another feasibility study is submitted, the FAA requests that, due to the proposed projects magnitude in size, it is broken into more manageable sections. For FAA evaluation purposes, all work/work areas and permanent locations within the airport boundary shall be submitted to the appropriate Program Manager in the Chicago Airports District Office (CHI-ADO). All work/work areas and permanent locations outside of the airport boundary shall be submitted as an Obstruction Evaluation (OE). If the Sponsor or the Sponsor Representative requires assistance, please contact the appropriate Program Manager in the CHI-ADO.

- 2) It is the FAA's understanding that the elevations provided in the submission were existing elevations, proposed elevations, maximum ground elevations, maximum elevation for temporary equipment, and permanent maximum elevations. Due to differences in elevations provided and the uncertainty of when the elevations would be realized, and to be conservative, the highest provided elevation was used by the FAA during the evaluation process. Based on this approach, some locations, both temporary and permanent, may have penetrations and effects that are greater than what reality will dictate. Please clarify via schedule or proposed work timeframe in future submissions.
- 3) There are IFR effects to the temporary and permanent critical points as provided by the Sponsor. Please see the enclosed spreadsheet for details.
 - a. It is quite possible to work around some of the temporary IFR Impacts. Some mitigation techniques would be lowering the temporary equipment to the given "not to exceed height" (NEH) and coordinating the work schedule with the City of Chicago's STOP Working Group.
 - b. Some of the permanent heights must be mitigated to be below the FAR Part 77 impact height and the NEH due to the loss of CAT II/III capability on the affected runway. No impact to weather minimums at the Airport will be determined to be acceptable.
- 4) There are FAR Part 77 penetrations to the temporary and permanent critical points as provided by the Sponsor. Please see the enclosed Table and Exhibit for details.
 - a. Where practicable, there must be no FAR Part 77 penetrations of any permanent structure on the airfield. For those points that are identified as penetrations to the FAR Part 77 Surfaces (approach, primary, or transitional), these should be mitigated (e.g. reduced in elevation) to the point of no penetration.
 - b. For those penetrations that are beyond the airport boundary, constant burning obstruction lights shall be required for permanent structures. If the structure

is temporary (i.e. a crane), marking and lighting according to specific advisory circulars shall be required.

- 5) As the City of Chicago and their airline partners work through the timing of the north airfield components of the O'Hare Modernization Program Completion Phase, it is possible that construction will begin for the Elgin O'Hare West Bypass when Runway 14R/32L and Runway 14L/32R are still operational.
 - a. The light planes must be protected for these two runways and the 6 parallel east/west runways that exist or will exist – meaning that the light lanes must be protected from moving vehicles as well as permanent structures.
 - b. There is preliminary evidence that speed pass interrogators (such as the IPass) may cause interference with some portions of the instrument landing system (ILS); particularly the localizer or glide slope signals. The ILS approaches to the majority of the runways are CAT II/III runways with tolerances tighter than CAT I ILS approaches. Please take this under consideration when deciding where to place toll booths.
 - c. Tying back to the IFR Impacts and the FAR Part 77 penetrations, please consider the height of roadway lighting, especially those that will be placed on top of overpass bridges and at intersections. The FAA must ensure that the approach planes and the departure planes of the runways are protected.
 - d. Commercial signage (i.e. rotating/moving billboards) that may be installed along the proposed west bypass must exclude the new LED lighting. The lighting has been reported to provide distractions to pilots when they are on final approach. Additionally, we recommend that there are no moving signs, no flashing signs, no significant color change, no pulsing intensity, and etcetera. Signs that include steady state lighting and are facing exactly parallel (thus viewed exactly perpendicular to the runway centerline) to the runway centerline are preferred.
- 6) The following glide slope facilities may be affected by the proposed bypass – Runway 9L, Runway 10, proposed Runway 9C, proposed Runway 9R, proposed Runway 10C, and proposed Runway 10R. These facilities must be studied and modeled on an individual basis. Please provide topographical information of the proposed contour out to 3000 feet from the approach end of each potentially affected runway. Additionally, CAT III Flight Inspection Tolerance must be modeled.
- 7) Preliminary results indicate that there is a significant impact to at least one ASDE-X RU located on the northwest side of the airport and impacts to the ASLF-2 on the west side of the airport. Further analysis must be done for the ASR-9. Please provide all current and future FAA facilities for a more in depth evaluation.

- 8) If the following points remain (see table below) at their proposed locations, the contractor will only be allowed to work at those locations when the weather is above and forecast to stay above CAT II/III minimums or at night when the associated runway(s) are closed.

Temporary

Airspace Case Number	Point Number
2011-AGL-3927-NRA	Point EOWB-PT 127
2011-AGL-3941-NRA	Point EOWB-PT 133A
2011-AGL-3971-NRA	Point Q4-PT 5
2011-AGL-3976-NRA	Point Q4-PT 5A
2011-AGL-4004-NRA	Point EOWB-PT 117
2011-AGL-4005-NRA	Point EOWB-PT 118
2011-AGL-4006-NRA	Point EOWB-PT 119
2011-AGL-4046-NRA	Point U3-PT 2
2011-AGL-4047-NRA	Point U3-PT 3
2011-AGL-4063-NRA	Point EOWB-PT 138
2011-AGL-4064-NRA	Point EOWB-PT 139
2011-AGL-4065-NRA	Point EOWB-PT 140
2011-AGL-4070-NRA	Point EOWB-PT 145
2011-AGL-4078-NRA	Point EOWB-PT 138A
2011-AGL-4079-NRA	Point EOWB-PT 139A
2011-AGL-4080-NRA	Point EOWB-PT 140A
2011-AGL-4110-NRA	Point V3-PT 3A
2011-AGL-4121-NRA	Point W2-PT 1

- 9) The proposed permanent obstructions located at the points listed below must be lowered to or below the NEH or these proposed locations will create a significant and unacceptable impact on air traffic. Please see attached exhibit that graphically depicts the location of the permanent points that penetrate the Part 77 surfaces. Also, please see the attached Table 1 that indicates the proposed permanent Part 77 obstructions by denoting the Point # column in the color orange and the permanent IFR effect in the color red.

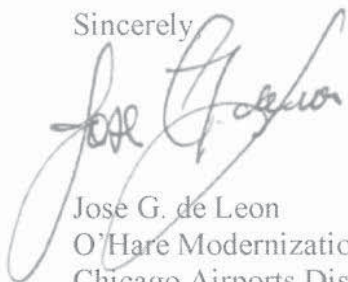
Permanent

Airspace Case Number	Point Number
2011-AGL-4189-NRA	Point EOWB-PT 124
2011-AGL-4224-NRA	Point Q1-PT 2
2011-AGL-4225-NRA	Point Q1-PT 3
2011-AGL-4232-NRA	Point Q4-PT 5
2011-AGL-4237-NRA	Point Q4-PT 5A
2011-AGL-4262-NRA	Point EOWB-PT 117

2011-AGL-4263-NRA	Point EOWB-PT 118
2011-AGL-4264-NRA	Point EOWB-PT 119
2011-AGL-4265-NRA	Point EOWB-PT 120
2011-AGL-4266-NRA	Point EOWB-PT 121
2011-AGL-4319-NRA	Point EOWB-PT 137
2011-AGL-4320-NRA	Point EOWB-PT 138
2011-AGL-4321-NRA	Point EOWB-PT 139
2011-AGL-4328-NRA	Point EOWB-PT 146
2011-AGL-4329-NRA	Point EOWB-PT 147
2011-AGL-4376-NRA	Point W1-PT 1
2011-AGL-4378-NRA	Point W2-PT 1
2011-AGL-4379-NRA	Point W2-PT 2

If you have any questions or require further clarification, please contact Richard Kula at (847) 294-7507 or me at (847) 294-8409.

Sincerely



Jose G. de Leon
O'Hare Modernization Program Manager
Chicago Airports District Office

cc: Mr. Michael Boland, City of Chicago
ORD ATCT/ATM
ORD ATCT/NPPM
AGL 600
AGL 200
AJV-15
CSA FPO AJW3743
AJW.C15A

Table 1
Chicago O'Hare International Airport
Egin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGI-3913 thru 4424-NRA
Evaluated Points

EOWB Tier Two Preliminary Engineering Phase Feasibility Study - Central

Point #	Latitude	Longitude	Ex Ground El	Prop. El	Max Ground El	Max Equip Height - Temp	Max Equip Height - Perm	Max El - Temp	Max El - Perm	NEH - Temp	IFR Effect - Temp (in feet)	Part 77 Penetrations - Temp (in feet)	NEH - Perm	IFR Effect - Perm (in feet)	Part 77 Penetrations - Perm (in feet)
ELM-PT9	41° 59' 3.488" N	87° 56' 23.235" W	660.3532	660.3532	660.3532	25	17	685.3532	677.3532	NA	None	None	NA	None	None
ELM-PT10	41° 58' 54.066" N	87° 56' 23.099" W	661.082	661.3504	661.3504	25	17	686.3504	678.3504	NA	None	None	NA	None	None
EOWB - PT 1	41° 58' 57.433" N	87° 57' 27.337" W	677.261	706.5912	706.5912	50	35	756.5912	741.5912	NA	None	None	NA	None	None
EOWB - PT 2	41° 58' 54.004" N	87° 57' 10.750" W	666.4365	698.8837	698.8837	50	35	748.8837	733.8837	NA	None	None	NA	None	None
EOWB - PT 3	41° 58' 50.280" N	87° 56' 52.898" W	675.9258	675.8757	675.9258	50	35	725.8757	710.8757	NA	None	None	NA	None	None
EOWB - PT 4	41° 58' 45.588" N	87° 56' 36.859" W	661.5921	682.6806	682.6806	50	35	732.6806	717.6806	NA	None	None	NA	None	None
EOWB - PT 5	41° 58' 34.758" N	87° 56' 19.864" W	660.8133	701.7253	701.7253	50	35	751.7253	736.7253	NA	None	None	NA	None	None
EOWB - PT 6	41° 58' 26.112" N	87° 56' 14.070" W	713.9581	696.8091	713.9581	50	35	746.8091	731.8091	NA	None	None	NA	None	None
EOWB- PT 122	41° 58' 8.337" N	87° 56' 17.367" W	661.533	668.7941	668.7941	50	35	718.7941	703.7941	717 feet	Proposed obstacle penetrates RWY 28 Departure Surface by 2	RWY 10 Approach Surface by 15	NA	None	None
EOWB- PT 123	41° 58' 15.636" N	87° 56' 17.252" W	676.1572	672.4883	676.1572	50	35	722.4883	707.4883	717 feet	Proposed obstacle penetrates RWY 28 Departure Surface by 10	RWY 10/28 Transitional Surface by 23	NA	None	RWY 10/28 Transitional Surface by 8
EOWB- PT 124	41° 58' 18.011" N	87° 56' 17.215" W	693.882	673.6903	693.882	50	35	723.6903	708.6903	718 feet	Proposed obstacle penetrates RWY 28 Departure Surface by 26	RWY 10/28 Transitional Surface by 6	718 feet	Proposed obstacle penetrates the RWY 28 Departure Surface by 11	None
EOWB- PT 125	41° 58' 23.077" N	87° 56' 17.135" W	697.146	675.6818	697.146	50	35	725.6818	710.6818	NA	None	None	NA	None	None
EOWB- PT 126	41° 58' 54.727" N	87° 56' 17.213" W	658.7987	662.5747	662.5747	50	35	712.5747	697.5747	NA	None	RWY 9R/27L Transitional Surface by 14	NA	None	None
EOWB- PT 127	41° 59' 2.008" N	87° 56' 17.383" W	647.506	663.0338	663.0338	50	35	713.0338	698.0338	712 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 1	Proposed RWY 9R/27L Approach Surface by 13	NA	None	None
EOWB- PT 128	41° 59' 6.047" N	87° 56' 17.477" W	654.7155	664.578	664.578	50	35	714.578	699.578	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure surface by 2. Penetrates RWY 9R extension Approach surface by 1 foot. Raises S-ILS DA 50. ILS CAT II/III NA.	Proposed RWY 9R Approach Surface by 15	NA	None	None
EOWB- PT 129	41° 59' 8.171" N	87° 56' 17.527" W	654.1217	664.0024	664.0024	50	35	714.0024	699.0024	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 1	Proposed RWY 9R Approach Surface by 14	NA	None	None
EOWB- PT 130	41° 59' 9.326" N	87° 56' 17.554" W	653.3913	663.4178	663.4178	50	35	713.4178	698.4178	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 1	Proposed RWY 9R/27L Transitional Surface by 14	NA	None	None
EOWB- PT 131	41° 59' 10.563" N	87° 56' 17.581" W	652.0577	662.7918	662.7918	50	35	712.7918	697.7918	NA	None	Proposed RWY 9C/27C Transitional Surface by 13	NA	None	None
EOWB- PT 132	41° 59' 11.733" N	87° 56' 17.594" W	653.0139	662.1994	662.1994	50	35	712.1994	697.1994	NA	None	Proposed RWY 9C Approach Surface by 13	NA	None	None
EOWB- PT 133	41° 59' 17.899" N	87° 56' 17.444" W	677.4568	661.1874	677.4568	50	35	711.1874	696.1874	712 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 6	Proposed RWY 9C Approach Surface by 28	NA	None	Proposed RWY 9C Approach Surface by 13
EOWB- PT 134	41° 59' 25.133" N	87° 56' 16.946" W	692.5342	676.5578	692.5342	25	17	701.5578	693.5578	712 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 6	Proposed RWY 9C/27C Transitional Surface by 19	NA	None	Proposed RWY 9C/27C Transitional Surface by 11
EOWB- PT 128A*	41° 59' 6.047" N	87° 56' 17.477" W	654.7155	665.078	665.078	50	35	715.078	700.078	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 3	Proposed RWY 9R Approach Surface by 16	NA	None	Proposed RWY 9R Approach Surface by 1
EOWB- PT 129A*	41° 59' 8.171" N	87° 56' 17.527" W	654.1217	666.1536	666.1536	50	35	716.1536	701.1536	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4	Proposed RWY 9R Approach Surface by 17	NA	None	Proposed RWY 9R Approach Surface by 2
EOWB- PT 130A*	41° 59' 9.326" N	87° 56' 17.554" W	653.3913	666.7381	666.7381	50	35	716.7381	701.7381	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4 and proposed RWY 27C Departure Surface by 3.	Proposed RWY 9R/27L Transitional Surface by 17	NA	None	Proposed RWY 9R/27L Transitional Surface by 2
EOWB- PT 131A*	41° 59' 10.563" N	87° 56' 17.581" W	652.0577	667.3641	667.3641	50	35	717.3641	702.3641	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4 feet and proposed RWY 27C Departure Surface by 5 feet.	Proposed RWY 9C/27C Transitional Surface by 18	NA	None	Proposed RWY 9C/27C Transitional Surface by 3
EOWB- PT 132A*	41° 59' 11.733" N	87° 56' 17.594" W	653.0139	667.9566	667.9566	50	35	717.9566	702.9566	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4 feet and proposed RWY 27C Departure Surface by 5 feet.	Proposed RWY 9C Approach Surface by 18	NA	None	Proposed RWY 9C Approach Surface by 3
EOWB- PT 133A*	41° 59' 17.899" N	87° 56' 17.444" W	677.4568	671.078	677.4568	50	35	727.4568	706.078	713 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 15 feet and proposed RWY 9C Approach Surface by 13 feet. Raises S-ILS DA 50 feet. ILS CAT II/III NA.	Proposed RWY 9C Approach Surface by 28	NA	None	Proposed RWY 9C Approach Surface by 13
EOWB- PT 134A*	41° 59' 25.133" N	87° 56' 16.946" W	692.5342	667.6843	692.5342	25	17	717.5342	684.6843	712 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 6	Proposed RWY 9C/27C Transitional Surface by 19	NA	None	Proposed RWY 9C/27C Transitional Surface by 11
FRONT - PT 1	41° 58' 49.634" N	87° 56' 57.791" W	672.0032	675.4371	675.4371	25	17	700.4371	692.4371	NA	None	None	NA	None	None
O8- PT 1	41° 58' 51.398" N	87° 56' 47.899" W	667.6052	670.0504	670.0504	50	35	720.0504	705.0504	NA	None	None	NA	None	None
P2 - PT 1	41° 58' 46.291" N	87° 56' 40.758" W	662.2176	683.069	683.069	50	35	733.069	718.069	NA	None	None	NA	None	None
P2 - PT 2	41° 58' 33.850" N	87° 56' 26.393" W	666.0618	715.7502	715.7502	50	35	765.7502	750.7502	NA	None	None	NA	None	None
P2 - PT 3	41° 58' 24.001" N	87° 56' 18.562" W	670.7713	680.4716	680.4716	50	35	730.4716	715.4716	NA	None	None	NA	None	None
P5 - PT 1	41° 58' 15.515" N	87° 56' 16.156" W	679.7186	671.844	679.7186	50	35	721.844	706.844	NA	None	RWY 10/28 Transitional Surface by 28	NA	None	RWY 10/28 Transitional Surface by 13
P5 - PT 2	41° 58' 42.790" N	87° 56' 16.631" W	668.9838	704.8714	704.8714	50	35	754.8714	739.8714	NA	None	None	NA	None	None
P5 - PT 3	41° 58' 46.843" N	87° 56' 23.044" W	665.2214	694.3542	694.3542	50	35	744.3542	729.3542	NA	None	None	NA	None	None
P5 - PT 4	41° 58' 47.919" N	87° 56' 26.001" W	661.7753	689.6161	689.6161	50	35	739.6161	724.6161	NA	None	None	NA	None	None

Table 1
Chicago O'Hare International Airport
Elgin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGI-3913 thru 4424-NRA
Evaluated Points

P5 - PT 5	41° 58' 49.221" N	87° 56' 39.207" W	662.4944	693.414	693.414	30	17	723.414	710.414	NA	None	None	NA	None	None
P5 - PT 6	41° 58' 50.854" N	87° 56' 51.681" W	672.9511	676.475	676.475	50	35	726.475	711.475	NA	None	None	NA	None	None
P8 - PT 1	41° 58' 33.125" N	87° 56' 22.974" W	665.9705	727.8673	727.8673	50	35	777.8673	762.8673	NA	None	None	NA	None	None
P8 - PT 2	41° 58' 33.120" N	87° 56' 18.230" W	665.8813	730.8845	730.8845	50	35	780.8845	765.8845	NA	None	None	NA	None	None
P8 - PT 3	41° 58' 34.658" N	87° 56' 14.883" W	667.8228	727.0269	727.0269	50	35	777.0269	762.0269	NA	None	None	NA	None	None
P8 - PT 4	41° 58' 45.888" N	87° 56' 14.780" W	662.2205	686.1071	686.1071	50	35	736.1071	721.1071	NA	None	None	NA	None	None
P8 - PT 5	41° 58' 54.867" N	87° 56' 15.971" W	654.975	661.7444	661.7444	50	35	711.7444	696.7444	710 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 2	Proposed RWY 9R/27L Transitional Surface by 15	NA	None	None
Q1- PT 1	41° 58' 54.257" N	87° 56' 10.623" W	663.212	683.1623	683.1623	25	17	708.1623	700.1623	701 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 8	Proposed RWY 9R/27L Transitional Surface by 2	NA	None	None
Q1- PT 2	41° 58' 53.040" N	87° 56' 17.039" W	659.3514	691.1104	691.1104	50	35	741.1104	726.1104	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 29	Proposed RWY 9R/27L Transitional Surface by 18	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 14 feet	Proposed RWY 9R/27L Transitional Surface by 3
Q1- PT 3	41° 58' 52.271" N	87° 56' 21.557" W	661.9045	693.5491	693.5491	50	35	743.5491	728.5491	722 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 21	Proposed RWY 9R/27L Transitional Surface by 9	722 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 6 feet	None
Q1- PT 4	41° 58' 50.657" N	87° 56' 41.933" W	665.8932	698.4862	698.4862	25	17	723.4862	715.4862	NA	None	None	NA	None	None
Q1- PT 5	41° 58' 50.690" N	87° 56' 45.517" W	665.9756	695.3051	695.3051	30	17	725.3051	712.3051	NA	None	None	NA	None	None
Q3- PT 1	41° 58' 42.675" N	87° 56' 10.442" W	664.9385	668.97	668.97	25	17	693.97	685.97	NA	None	None	NA	None	None
Q4- PT 1	41° 58' 55.400" N	87° 56' 11.228" W	663.5565	662.3908	663.5565	25	17	687.3908	679.3908	NA	None	None	NA	None	None
Q4- PT 2	41° 59' 2.009" N	87° 56' 15.775" W	654.9826	662.6533	662.6533	25	17	687.6533	679.6533	NA	None	None	NA	None	None
Q4- PT 3	41° 59' 9.197" N	87° 56' 16.329" W	654.2283	662.8906	662.8906	50	35	712.8906	697.8906	711 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 2 feet and proposed RWY 27C by 1 foot	Proposed RWY 9R/27L Transitional Surface by 15	NA	None	None
Q4- PT 4	41° 59' 10.692" N	87° 56' 16.428" W	654.8861	662.073	662.073	50	35	712.073	697.073	712 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 1	Proposed RWY 9C/27C Transitional Surface by 15	NA	None	None
Q4- PT 5	41° 59' 17.884" N	87° 56' 16.482" W	695.0258	660.3161	695.0258	50	35	710.3161	695.3161	711 feet	Proposed obstacle penetrates the proposed RWY 9C Approach Surface by 34 feet, S-ILS 09C raises DA 50 feet, ILS CAT II/III NA. Proposed obstacle penetrates proposed RWY 27C Departure Surface by 33 feet	Proposed RWY 9C Approach Surface by 47	711 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 19 feet and proposed RWY 9C Approach Surface. ILS or LOC RWY 9C, raises DA by 50 feet, CAT II/III NA.	Proposed RWY 9C Approach Surface by 32
Q4- PT 1A*	41° 58' 55.400" N	87° 56' 11.228" W	663.5565	662.3908	663.5565	25	17	687.3908	679.3908	NA	None	None	NA	None	None
Q4- PT 2A*	41° 59' 2.009" N	87° 56' 15.775" W	654.9826	662.4268	662.4268	25	17	687.4268	679.4268	NA	None	None	NA	None	None
Q4- PT 3A*	41° 59' 9.197" N	87° 56' 16.329" W	654.2283	666.2168	666.2168	50	35	716.2168	701.2168	711 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 5 feet and proposed RWY 27L surface by 6 feet	Proposed RWY 9R/27L Transitional Surface by 19	NA	Proposed RWY 9R/27L Transitional Surface by 4	
Q4- PT 4A*	41° 59' 10.692" N	87° 56' 16.428" W	654.8861	667.0048	667.0048	50	35	717.0048	702.0048	711 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 6 feet and proposed RWY 27L surface by 5 feet	Proposed RWY 9C/27C Transitional Surface by 19	NA	Proposed RWY 9C/27C Transitional Surface by 4	
Q4- PT 5A*	41° 59' 17.884" N	87° 56' 16.482" W	695.0258	670.7908	695.0258	50	35	720.7908	705.7908	711 feet	Proposed obstacle penetrates the proposed RWY 9C Approach Surface by 34 feet, S-ILS 09C raises DA 50 feet, ILS CAT II/III NA. Proposed obstacle penetrates proposed RWY 27C Departure Surface by 33 feet	Proposed RWY 9C Approach Surface by 47	711 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 19 feet and proposed RWY 9C Approach Surface. ILS or LOC RWY 9C, raises DA by 50 feet, CAT II/III NA.	Proposed RWY 9C Approach Surface by 32
Q5-PT1	41° 58' 53.441" N	87° 56' 28.663" W	659.4641	681.5458	681.5458	25	17	706.5458	698.5458	NA	None	None	NA	None	None

EOWB Tier Two Preliminary Engineering Phase Feasibility Study - South

Point #	Latitude	Longitude	Ex Ground EI	Prop. EI	Max Ground EI	Max Equip Height - Temp	Max Equip Height - Perm	Max EI - Temp	Max EI - Perm	NEH - Perm	Part 77 Penetrations - Temp (in feet)	Part 77 Penetrations - Perm (in feet)	IFR Effect - Perm (in feet)	NEH - Perm	Part 77 Penetrations - Perm (in feet)
294 - PT 1	41° 56' 2.740" N	87° 55' 5.140" W	680.833	683.207	683.207	50	35	733.207	718.207	NA	None	None	None	NA	None
294 - PT 2	41° 56' 15.440" N	87° 54' 41.639" W	682.4356	683.6149	683.6149	50	35	733.6149	718.6149	NA	None	None	None	NA	None
294 - PT 3	41° 56' 17.875" N	87° 54' 26.934" W	657.9148	658.9807	658.9807	50	35	708.9807	693.9807	NA	None	None	None	NA	None
294 - PT 4	41° 56' 24.412" N	87° 53' 47.381" W	662.9017	662.9574	662.9574	25	17	687.9574	679.9574	NA	None	None	None	NA	None
294 - PT 5	41° 56' 26.119" N	87° 53' 37.046" W	673.1278	673.1278	673.1278	25	17	698.04	690.04	NA	None	None	None	NA	None
EOWB- PT 100	41° 56' 28.362" N	87° 54' 49.585" W	651.5211	686.8961	686.8961	25	17	711.8961	703.8961	NA	None	None	None	NA	None
EOWB- PT 101	41° 56' 44.936" N	87° 54' 50.676" W	651.384	706.3185	706.3185	50	35	756.3185	741.3185	NA	None	None	None	NA	None
EOWB- PT 102	41° 56' 50.373" N	87° 54' 53.132" W	675.8642	718.3686	718.3686	50	35	768.3686	753.3686	NA	None	None	None	NA	None
EOWB- PT 103	41° 57' 2.710" N	87° 55' 13.061" W	663.1838	686.8555	686.8555	30	17	716.8555	703.8555	NA	None	None	None	NA	None
EOWB- PT 104	41° 57' 4.146" N	87° 55' 22.120" W	663.8882	674.6075	674.6075	50	35	724.6075	709.6075	NA	None	None	None	NA	None
EOWB- PT 105	41° 57' 7.404" N	87° 55' 37.374" W	666.7349	667.4811	667.4811	50	35	717.4811	702.4811	NA	None	None	None	NA	None
EOWB- PT 106	41° 57' 10.946" N	87° 55' 48.293" W	672.0804	669.5896	672.0804	50	35	719.5896	704.5896	NA	None	None	None	NA	None
EOWB- PT 107	41° 57' 16.279" N	87° 55' 57.743" W	670.4445	647.7744	670.4445	100	35	747.7744	682.7744	NA	Proposed RWY 10R/28L Transitional Surface by 26	Proposed RWY 10R/28L Transitional Surface by 26	None	NA	None
EOWB- PT 108	41° 57' 17.234" N	87° 55' 58.859" W	669.7169	645.012	669.7169	100	35	745.012	680.012	716 feet	Proposed obstacle penetrates the proposed RWY 28L Departure Surface by 54	Proposed RWY 10R/28L Transitional Surface by 38	None	NA	None

Source:
NEH, IFR Effects, Part 77 - FAA
Remaining Information - IDOT
* DENOTES TUNNEL OPTION FOR WEST BYPASS / UNION PACIFIC RAILROAD GRADE SEPARATION

Table 1
Chicago O'Hare International Airport
Elgin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGI-3913 thru 4424-NRA
Evaluated Points

EWOB- PT 109	41° 57' 18.967" N	87° 56' 0.618" W	666.4702	642.9138	666.4702	642.9138	677.9138	742.9138	677.9138	718 feet	Proposed obstacle penetrates the proposed RWY 28L Departure Surface by 49	Proposed RWY 10R Approach Surface by 61	NA	None	None
EWOB- PT 110	41° 57' 25.878" N	87° 56' 6.182" W	661.3325	659.3804	661.3325	659.3804	694.3804	709.3804	694.3804	NA	None	None	NA	None	None
EWOB- PT 111	41° 57' 29.696" N	87° 56' 8.829" W	659.9615	671.5455	671.5455	671.5455	706.5455	721.5455	706.5455	NA	None	Proposed RWY 10R Approach Surface by 3	NA	None	None
EWOB- PT 112	41° 57' 33.989" N	87° 56' 11.384" W	659.8711	684.6166	684.6166	684.6166	719.6166	734.6166	719.6166	NA	None	Proposed RWY 10R/28L Transitional Surface by 12	NA	None	None
EWOB- PT 113	41° 57' 37.334" N	87° 56' 12.982" W	660.7368	690.1819	690.1819	690.1819	707.1819	720.1819	707.1819	NA	None	None	NA	None	None
EWOB- PT 114	41° 57' 38.891" N	87° 56' 13.616" W	662.8765	690.8103	690.8103	690.8103	707.8103	720.8103	707.8103	NA	None	None	NA	None	None
EWOB- PT 115	41° 57' 47.061" N	87° 56' 15.871" W	657.7704	676.1222	676.1222	676.1222	711.1222	726.1222	711.1222	NA	None	None	NA	None	None
EWOB- PT 116	41° 57' 49.291" N	87° 56' 16.234" W	658.9219	669.8325	669.8325	669.8325	704.8325	719.8325	704.8325	701 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 19	Proposed RWY 10C/28C Transitional Surface by 21	NA	None	Proposed RWY 10C/28C Transitional Surface by 6
EWOB- PT 117	41° 57' 56.483" N	87° 56' 17.071" W	685.3815	662.7937	685.3815	662.7937	697.7937	712.7937	697.7937	713 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 23 feet and proposed RWY 10C Approach Surface by 21 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	Proposed RWY 10C Approach Surface by 36	713 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 4	Proposed RWY 10C Approach Surface by 21
EWOB- PT 118	41° 57' 58.651" N	87° 56' 17.224" W	682.8156	663.8923	682.8156	663.8923	698.8923	713.8923	698.8923	714 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 19 feet and proposed RWY 10C Approach Surface by 17 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	Proposed RWY 10C Approach Surface by 32	713 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 8	Proposed RWY 10C Approach Surface by 17
EWOB- PT 119	41° 58' 1.025" N	87° 56' 17.339" W	690.1481	665.0946	690.1481	665.0946	700.0946	715.0946	700.0946	716 feet	Proposed obstacle penetrates proposed RWY 10C Approach Surface by 25 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 37 Proposed RWY 10C Approach Surface by 40	714 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 9 feet. Penetrates RWY 10 Approach Surface. ILS or LOC RWY 10, raises DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 22 Proposed RWY 10C Approach Surface by 25
EWOB- PT 120	41° 58' 3.802" N	87° 56' 17.404" W	690.232	666.5003	690.232	666.5003	701.5003	716.5003	701.5003	NA	None	RWY 10 Approach Surface by 37 Proposed RWY 10C/28C Transitional Surface by 40	714 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 12 feet and RWY 28 Approach Surface by 9 feet. Penetrates RWY 10 Approach surface. ILS or LOC RWY 10, raises DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 22 Proposed RWY 10C Approach Surface by 25
EWOB- PT 121	41° 58' 6.200" N	87° 56' 17.401" W	691.8253	667.7141	691.8253	667.7141	702.7141	717.7141	702.7141	NA	None	RWY 10 Approach Surface by 38 Proposed RWY 10C/28C Transitional Surface by 6	715 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 12 feet and RWY 28 Approach Surface by 10 feet. Penetrates RWY 10 Approach Surface. ILS or LOC RWY 10, raises DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 23
FRAN-PT1	41° 56' 36.990" N	87° 54' 2.590" W	648.57	648.5669	648.57	648.5669	665.5669	673.5669	665.5669	NA	None	None	NA	None	None
FRAN-PT2	41° 56' 40.497" N	87° 54' 11.830" W	651.18	652.1933	652.1933	652.1933	669.1933	677.1933	669.1933	NA	None	None	NA	None	None
FRAN-PT3	41° 56' 42.214" N	87° 54' 16.406" W	651.7	651.7386	651.7386	651.7386	668.7386	676.7386	668.7386	NA	None	None	NA	None	None
FRAN-PT4	41° 56' 46.233" N	87° 54' 28.413" W	654.071	654.4612	654.4612	654.4612	671.4612	679.4612	671.4612	NA	None	None	NA	None	None
FRAN-PT5	41° 56' 50.203" N	87° 54' 42.277" W	658.2565	659.0441	659.0441	659.0441	694.0441	709.0441	694.0441	NA	None	None	NA	None	None
FRAN-PT6	41° 56' 52.217" N	87° 54' 49.466" W	658.8325	659.7645	659.7645	659.7645	694.7645	709.7645	694.7645	NA	None	None	NA	None	None
IPR-PT1	41° 57' 38.498" N	87° 56' 11.509" W	662.7304	663.7298	663.7298	663.7298	680.7298	688.7298	680.7298	NA	None	None	NA	None	None
IPR-PT2	41° 57' 35.750" N	87° 56' 4.984" W	672.4396	-	672.4396	-	-	-	-	NA	None	None	NA	None	None
IPR-PT3	41° 57' 33.105" N	87° 56' 3.361" W	667.2452	-	667.2452	-	-	-	-	NA	None	None	NA	None	None
IPR-PT4	41° 57' 30.609" N	87° 56' 3.083" W	662.9384	-	662.9384	-	-	-	-	NA	None	None	NA	None	None
IPR-PT5	41° 57' 20.954" N	87° 55' 54.762" W	666.5155	-	666.5155	-	-	-	-	NA	None	None	NA	None	None
IPR-PT6	41° 57' 17.968" N	87° 55' 10.051" W	663.0211	-	663.0211	-	-	-	-	NA	None	None	NA	None	None
IPR-PT7	41° 57' 13.052" N	87° 54' 51.903" W	659.4331	-	659.4331	-	-	-	-	NA	None	None	NA	None	None
POW-PT1	41° 56' 18.073" N	87° 54' 38.746" W	652.8479	654.1185	654.1185	654.1185	671.1185	679.1185	671.1185	NA	None	None	NA	None	None
POW-PT2	41° 56' 30.522" N	87° 54' 47.022" W	651.7547	651.0483	651.7547	651.0483	668.0483	676.0483	668.0483	NA	None	None	NA	None	None
POW-PT3	41° 56' 41.288" N	87° 54' 46.428" W	647.7667	647.77	647.77	647.77	664.77	672.77	664.77	NA	None	None	NA	None	None
S1-PT1	41° 56' 18.318" N	87° 54' 51.483" W	663.9171	707.2007	707.2007	707.2007	742.2007	757.2007	742.2007	NA	None	None	NA	None	None
S1-PT2	41° 56' 40.935" N	87° 54' 50.735" W	651.07	694.8929	694.8929	694.8929	729.8929	744.8929	729.8929	NA	None	None	NA	None	None
S2-PT1	41° 56' 13.299" N	87° 54' 49.959" W	698.248	731.8647	731.8647	731.8647	766.8647	781.8647	766.8647	NA	None	None	NA	None	None
S2-PT2	41° 56' 18.881" N	87° 54' 47.416" W	651.5465	720.7575	720.7575	720.7575	755.7575	770.7575	755.7575	NA	None	None	NA	None	None
S2-PT3	41° 56' 25.287" N	87° 54' 47.723" W	654.2108	699.6738	699.6738	699.6738	734.6738	749.6738	734.6738	NA	None	None	NA	None	None
S2-PT4	41° 56' 41.763" N	87° 54' 49.275" W	650.42	697.1007	697.1007	697.1007	732.1007	747.1007	732.1007	NA	None	None	NA	None	None
S4-PT1	41° 56' 26.213" N	87° 54' 48.987" W	654.1407	689.3526	689.3526	689.3526	724.3526	739.3526	724.3526	NA	None	None	NA	None	None
TAFT-PT1	41° 57' 4.524" N	87° 54' 53.546" W	677.0822	697.9354	697.9354	697.9354	732.9354	747.9354	732.9354	NA	None	None	NA	None	None
TAFT-PT2	41° 57' 10.331" N	87° 54' 58.117" W	660.435	676.632	676.632	676.632	693.632	701.632	693.632	NA	None	None	NA	None	None
TAFT-PT3	41° 57' 11.887" N	87° 54' 59.731" W	661.8673	668.2921	668.2921	668.2921	685.2921	693.2921	685.2921	NA	None	None	NA	None	None

Source:
NEH, IFR Effects, Part 77 - FAA
Remaining Information - IDOT
* DENOTES UNRELIABLE OPTION FOR WEST BYPASS / UNION PACIFIC RAILROAD GRADE SEPARATION

Table 1
Chicago O'Hare International Airport
Elgin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGI-3913 thru 4424-NRA
Evaluated Points

EOWB- PT 149	42° 0' 28.083" N	87° 55' 43.445" W	654.6616	657.4464	657.4464	673.7854	673.7854	674.4464	NA	None	None	None	None	None	None
EOWB- PT 135A*	41° 59' 27.447" N	87° 56' 16.782" W	668.0521	668.0521	668.0521	673.7854	673.7854	678.9387	NA	None	None	None	None	None	None
EOWB- PT 136A*	41° 59' 28.825" N	87° 56' 16.708" W	665.0069	665.0069	665.0069	673.7854	673.7854	675.4764	NA	None	None	None	None	None	None
EOWB- PT 137A*	41° 59' 31.030" N	87° 56' 16.868" W	665.1374	665.1374	665.1374	673.7854	673.7854	669.9293	NA	None	None	None	None	None	None
EOWB- PT 138A*	41° 59' 38.036" N	87° 56' 19.430" W	667.7779	667.7779	667.7779	673.7854	673.7854	669.6633	714 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 54 feet and RWY 14R ILS by 52 feet. ILS or LOC RWY 14R NA. CAT II/III NA. GOS penetration.	None	None	None	None	RWY 14R Approach Surface by 3
EOWB- PT 139A*	41° 59' 43.763" N	87° 56' 21.404" W	675.2256	675.2256	675.2256	673.7854	673.7854	666.2087	727 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 49 feet and RWY 14R ILS by 44 feet. ILS or LOC RWY 14R NA. CAT II/III NA. GOS penetration.	None	None	None	None	None
EOWB- PT 140A*	41° 59' 45.241" N	87° 56' 21.544" W	673.7854	673.7854	673.7854	673.7854	673.7854	668.9182	730 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 44 feet and RWY 14R ILS by 38 feet. ILS or LOC RWY 14R NA. CAT II/III NA. GOS penetration.	None	None	None	None	None
EOWB- PT 141A*	41° 59' 56.261" N	87° 56' 17.302" W	678.3098	678.3098	678.3098	673.7854	673.7854	699.5044	NA	None	None	None	None	None	None
EOWB- PT 142A*	41° 59' 57.229" N	87° 56' 16.372" W	682.1686	682.1686	682.1686	673.7854	673.7854	702.6389	NA	None	None	None	None	None	None
EOWB- PT 143A*	41° 59' 59.593" N	87° 56' 13.582" W	668.2662	673.447	673.447	673.447	673.447	708.447	NA	None	None	None	None	None	None
EOWB- PT 144A*	42° 0' 1.626" N	87° 56' 11.046" W	668.6452	673.2787	673.2787	673.2787	673.2787	708.2787	NA	None	None	None	None	None	None
JANE-PT1	42° 1' 4.777" N	87° 56' 22.879" W	661.7554	661.7554	661.7554	673.2787	673.2787	696.7554	NA	None	None	None	None	None	None
JANE-PT 2	42° 0' 57.500" N	87° 55' 50.183" W	658.8852	661.3069	661.3069	673.2787	673.2787	696.3069	NA	None	None	None	None	None	None
JANE-PT 3	42° 0' 49.979" N	87° 55' 21.942" W	671.5844	672.3142	672.3142	673.2787	673.2787	707.3142	NA	None	None	None	None	None	None
JANE-PT 4	42° 0' 47.463" N	87° 55' 12.499" W	679.4676	681.8918	681.8918	673.2787	673.2787	716.8918	NA	None	None	None	None	None	None
JANE-PT 5	42° 0' 46.125" N	87° 55' 7.476" W	653.5284	683.7168	683.7168	673.2787	673.2787	718.7168	NA	None	None	None	None	None	None
JANE-PT 6	42° 0' 41.139" N	87° 54' 48.764" W	653.8632	-	653.8632	673.2787	673.2787	670.8632	NA	None	None	None	None	None	None
JANE-PT 7	42° 0' 27.414" N	87° 53' 57.278" W	656.221	-	656.221	673.2787	673.2787	673.221	NA	None	None	None	None	None	None
MPR - PT 1	42° 0' 74.930" N	87° 55' 28.109" W	661.1267	661.1267	661.1267	673.2787	673.2787	678.1267	NA	None	None	None	None	None	None
MPR - PT 2	42° 0' 27.120" N	87° 55' 15.981" W	651.6301	654.7628	654.7628	673.2787	673.2787	671.7628	NA	None	None	None	None	None	None
MPR - PT 3	42° 0' 39.862" N	87° 55' 14.487" W	655.3	655.3	655.3	673.2787	673.2787	672.3	NA	None	None	None	None	None	None
PRAT-PT 1	41° 59' 54.816" N	87° 56' 29.203" W	669.6723	669.6723	669.6723	673.2787	673.2787	686.6723	NA	None	None	None	None	None	None
TOUHV - PT 1	42° 0' 29.752" N	87° 55' 43.242" W	654.1277	683.2724	683.2724	673.2787	673.2787	718.2724	NA	None	None	None	None	None	None
TOUHV - PT 2	42° 0' 29.910" N	87° 55' 36.716" W	652.2435	689.1874	689.1874	673.2787	673.2787	724.1874	NA	None	None	None	None	None	RWY 14L/32R Transitional Surface by 3
TOUHV - PT 3	42° 0' 30.072" N	87° 55' 30.003" W	656.8581	691.5818	691.5818	673.2787	673.2787	708.5818	NA	None	None	None	None	None	None
TOUHV - PT 4	42° 0' 30.325" N	87° 55' 19.589" W	652.2026	667.1415	667.1415	673.2787	673.2787	684.1415	NA	None	None	None	None	None	None
TOUHV - PT 5	42° 0' 30.726" N	87° 55' 6.177" W	648.1129	650.4724	650.4724	673.2787	673.2787	667.4724	NA	None	None	None	None	None	None
V3-PT1	41° 59' 36.698" N	87° 56' 21.816" W	671.1179	670.0029	671.1179	673.2787	673.2787	687.0029	NA	None	None	None	None	None	None
V3-PT2	41° 59' 43.401" N	87° 56' 19.386" W	673.2533	689.0935	689.0935	673.2787	673.2787	706.0935	NA	None	None	None	None	None	None
V3-PT3	41° 59' 49.716" N	87° 56' 18.839" W	669.439	702.8688	702.8688	673.2787	673.2787	719.8688	NA	None	None	None	None	None	RWY 14R Approach Surface by 3
V3-PT4	41° 59' 55.279" N	87° 56' 16.494" W	673.7203	686.7303	686.7303	673.2787	673.2787	721.7303	NA	None	None	None	None	None	None
V3-PT5	41° 59' 57.600" N	87° 56' 14.316" W	681.9609	680.6073	681.9609	673.2787	673.2787	715.6073	NA	None	None	None	None	None	None
V3-PT6	42° 0' 1.830" N	87° 56' 9.271" W	666.2902	672.1459	672.1459	673.2787	673.2787	707.1459	NA	None	None	None	None	None	None
V3-PT7	42° 0' 5.148" N	87° 56' 5.295" W	675.6491	668.7415	675.6491	673.2787	673.2787	703.7415	723 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 3	None	None	None	None	RWY 9L Approach Surface by 3
V3-PT1A*	41° 59' 36.698" N	87° 56' 21.816" W	671.1179	670.6263	671.1179	673.2787	673.2787	687.6263	NA	None	None	None	None	None	None
V3-PT2A*	41° 59' 43.401" N	87° 56' 19.386" W	673.2533	666.2876	673.2533	673.2787	673.2787	683.2876	NA	None	None	None	None	None	None
V3-PT3A*	41° 59' 49.716" N	87° 56' 18.839" W	669.439	646.9572	669.439	673.2787	673.2787	681.9572	735 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 35 feet and RWY 14R ILS by 28 feet. Raises S-ILS DA 50 feet, CAT II/III NA.	None	None	None	None	None
V3-PT4A*	41° 59' 55.279" N	87° 56' 16.494" W	673.7203	658.4384	673.7203	673.2787	673.2787	693.4384	NA	None	None	None	None	None	None

Source:
NEH, IFR Effects, Part 77 - FAA
Remaining Information - IDOT
* DENOTES UNWEL OPTION FOR WEST BYPASS / UNION PACIFIC RAILROAD GRADE SEPARATION

Table 1
Chicago O'Hare International Airport
Egin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGI-3913 thru 4424-NRA
Evaluated Points

V3-PT5A*	41° 59' 57.600" N	87° 56' 14.316" W	681.9609	666.477	681.9609	50	35	731.9609	701.477	NA	None	None	None	NA	None	None
V3-PT6A*	42° 0' 1.830" N	87° 56' 9.271" W	666.2902	671.8399	671.8399	50	35	721.8399	706.8399	NA	None	None	None	NA	None	None
V3-PT7A*	42° 0' 5.148" N	87° 56' 5.295" W	675.6491	668.7415	675.6491	50	35	725.6491	703.7415	723 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 3	None	None	NA	None	RWY 9L Approach Surface by 3
V4-PT1	41° 59' 55.783" N	87° 56' 20.108" W	672.3318	670.2734	672.3318	25	17	695.2734	687.2734	NA	None	None	None	NA	None	None
V4-PT2	41° 59' 59.841" N	87° 56' 15.258" W	667.5523	679.2471	679.2471	25	17	704.2471	696.2471	NA	None	None	None	NA	None	None
V4-PT1A*	41° 59' 55.783" N	87° 56' 20.108" W	672.3318	667.1645	672.3318	25	17	697.3318	684.1645	NA	None	None	None	NA	None	None
V4-PT2A*	41° 59' 59.841" N	87° 56' 15.258" W	667.5523	670.9469	670.9469	25	17	695.9469	687.9469	NA	None	None	None	NA	None	None
W1-PT1	42° 0' 18.311" N	87° 55' 51.933" W	669.2786	656.9462	669.2786	50	35	706.9462	691.9462	699 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 21	None	Proposed obstacle penetrates the RWY 27R Departure Surface by 6	699 feet	None	None
W1-PT2	42° 0' 28.017" N	87° 55' 47.579" W	655.0429	673.0072	673.0072	25	17	698.0072	690.0072	NA	None	None	None	NA	None	None
W2-PT1	42° 0' 13.577" N	87° 55' 54.778" W	672.1117	660.3105	672.1117	50	35	710.3105	695.3105	703 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 20 feet and RWY 9L ILS by 20 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	None	Proposed obstacle penetrates the RWY 27R Departure Surface by 5 feet and RWY 9L ILS, raises S-ILS DA 50 feet, ILS 9L CAT II/III NA.	703 feet	None	RWY 9L Approach Surface by 16
W2-PT2	42° 0' 16.486" N	87° 55' 50.767" W	670.7799	660.3817	670.7799	50	35	710.3817	695.3817	696 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 25	None	Proposed obstacle penetrates the RWY 27R Departure Surface by 3 feet and RWY 9L ILS, raises S-ILS DA 50 feet, ILS 9L CAT II/III NA.	703 feet	None	RWY 9L/27R Transitional Surface by 20
W2-PT3	42° 0' 17.735" N	87° 55' 49.046" W	664.5651	663.0263	664.5651	50	35	713.0263	698.0263	NA	None	None	None	NA	None	None
W2-PT4	42° 0' 23.601" N	87° 55' 41.509" W	655.7627	675.2383	675.2383	25	17	700.2383	692.2383	NA	None	None	None	NA	None	None
W2-PT5	42° 0' 26.153" N	87° 55' 39.747" W	653.9714	680.7587	680.7587	25	17	705.7587	697.7587	NA	None	None	None	NA	None	None
X1-PT1	42° 0' 35.667" N	87° 55' 43.690" W	654.3775	666.6427	666.6427	50	35	716.6427	701.6427	NA	None	None	None	NA	None	None
X1-PT2	42° 0' 49.059" N	87° 55' 45.488" W	592.2336	693.815	693.815	50	35	743.815	728.815	NA	None	None	None	NA	None	None
X2-PT1	42° 0' 36.777" N	87° 55' 41.372" W	652.2405	669.2769	669.2769	50	35	719.2769	704.2769	NA	None	None	None	NA	None	None
X2-PT2	42° 0' 45.274" N	87° 55' 39.500" W	646.9106	681.5644	681.5644	50	35	731.5644	716.5644	NA	None	None	None	NA	None	None
X2-PT3	42° 0' 48.828" N	87° 55' 21.196" W	666.0886	672.2274	672.2274	50	35	722.2274	707.2274	NA	None	None	None	NA	None	None
X5 - PT 1	42° 0' 52.579" N	87° 55' 40.683" W	673.0528	710.9436	710.9436	50	35	760.9436	745.9436	NA	None	None	None	NA	None	None
X5 - PT 2	42° 0' 51.996" N	87° 55' 23.599" W	654.9281	670.9086	670.9086	25	17	695.9086	687.9086	NA	None	None	None	NA	None	None
X8 - PT 1	42° 0' 48.855" N	87° 55' 40.449" W	648.7681	682.8013	682.8013	50	35	732.8013	717.8013	NA	None	None	None	NA	None	None
Y3-PT 1	42° 1' 0.969" N	87° 56' 13.293" W	657.4467	682.3022	682.3022	30	17	712.3022	699.3022	NA	None	None	None	NA	None	None
Y5-PT 1	42° 1' 1.032" N	87° 56' 19.393" W	657.0179	684.71	684.71	25	17	709.71	701.71	NA	None	None	None	NA	None	None
Y9-PT 1	42° 1' 1.049" N	87° 56' 21.904" W	659.8987	686.0521	686.0521	50	35	736.0521	721.0521	NA	None	None	None	NA	None	None

EOWB Tier Two Preliminary Engineering Phase Feasibility Study - Far West

Point #	Latitude	Longitude	Ex Ground EI	Prop. EI	Max Ground EI	Max Equip Height - Temp	Max Equip Height - Perm	Max EI - Temp	Max EI - Perm	NEH	IFR Effect - Temp (in feet)	Part 77 Penetrations - Temp (in feet)	IFR Effect - Perm (in feet)	NEH - Perm	Part 77 Penetrations - Perm (in feet)
A2 - PT 1	41° 59' 35.805" N	88° 7' 14.723" W	804.9175	804.6828	804.9175	25	17	829.6828	821.6828	NA	None	None	None	NA	None
A3 - PT 1	41° 59' 47.252" N	88° 6' 43.966" W	817.284	819.2502	819.2502	50	35	869.2502	854.2502	NA	None	None	None	NA	None
A3 - PT 2	41° 59' 48.153" N	88° 6' 34.095" W	801.188	822.1001	822.1001	50	35	872.1001	857.1001	NA	None	None	None	NA	None
A3 - PT 3	41° 59' 48.839" N	88° 6' 22.281" W	817.0405	817.9071	817.9071	50	35	867.9071	852.9071	NA	None	None	None	NA	None
B1 - PT 1	41° 59' 36.830" N	88° 7' 19.802" W	830.5173	837.6836	837.6836	30	17	867.6836	854.6836	NA	None	None	None	NA	None
B1 - PT 2	41° 59' 45.396" N	88° 7' 5.198" W	840.5608	841.4003	841.4003	25	17	866.4003	858.4003	NA	None	None	None	NA	None
B2 - PT 1	41° 59' 19.087" N	88° 7' 19.647" W	830.2524	830.2524	830.2524	25	17	855.2524	847.2524	NA	None	None	None	NA	None
B2 - PT 2	41° 59' 32.800" N	88° 7' 18.055" W	820.9691	827.1496	827.1496	30	17	857.1496	844.1496	NA	None	None	None	NA	None
B2 - PT 3	41° 59' 36.036" N	88° 7' 15.866" W	806.5205	822.6412	822.6412	50	35	872.6412	857.6412	NA	None	None	None	NA	None
B2 - PT 4	41° 59' 41.025" N	88° 7' 9.479" W	810.171	831.074	831.074	50	35	881.074	866.074	NA	None	None	None	NA	None
B2 - PT 5	41° 59' 44.892" N	88° 7' 1.461" W	835.0124	835.8242	835.8242	50	35	885.8242	870.8242	NA	None	None	None	NA	None
C3 - PT 1	41° 59' 50.897" N	88° 5' 30.234" W	800.2098	819.431	819.431	50	35	869.431	854.431	NA	None	None	None	NA	None
D2 - PT 1	41° 59' 45.278" N	88° 5' 6.023" W	801.1833	801.6318	801.6318	50	35	851.6318	836.6318	NA	None	None	None	NA	None
D2 - PT 2	41° 59' 40.316" N	88° 4' 56.153" W	789.4418	788.8803	789.4418	50	35	838.8803	823.8803	NA	None	None	None	NA	None
D2 - PT 3	41° 59' 38.426" N	88° 4' 51.503" W	792.7772	793.2223	793.2223	50	35	843.2223	828.2223	NA	None	None	None	NA	None
D3 - PT 1	41° 59' 32.557" N	88° 4' 34.056" W	763.6577	765.2623	765.2623	50	35	815.2623	800.2623	NA	None	None	None	NA	None
D3 - PT 2	41° 59' 29.648" N	88° 4' 18.381" W	752.8735	756.7132	756.7132	50	35	806.7132	791.7132	NA	None	None	None	NA	None
EOWB - PT 200	41° 59' 37.387" N	88° 7' 16.520" W	815.7486	820.2256	820.2256	50	35	870.2256	855.2256	NA	None	None	None	NA	None
EOWB - PT 201	41° 59' 44.259" N	88° 7' 5.306" W	835.7129	838.4277	838.4277	50	35	888.4277	873.4277	NA	None	None	None	NA	None
EOWB - PT 202	41° 59' 46.448" N	88° 6' 55.456" W	810.1726	833.2624	833.2624	30	17	863.2624	850.2624	NA	None	None	None	NA	None
EOWB - PT 203	41° 59' 49.102" N	88° 6' 34.095" W	801.8205	822.4392	822.4392	50	35	872.4392	857.4392	NA	None	None	None	NA	None
EOWB - PT 204	41° 59' 49.528" N	88° 6' 6.286" W	803.1959	824.4985	824.4985	50	35	874.4985	859.4985	NA	None	None	None	NA	None
EOWB - PT 205	41° 59' 51.692" N	88° 5' 30.224" W	800.3135	820.8032	820.8032	50	35	870.8032	855.8032	NA	None	None	None	NA	None
EOWB - PT 206	41° 59' 50.357" N	88° 5' 24.107" W	798.505	827.371	827.371	30	17	857.371	844.371	NA	None	None	None	NA	None
FRONT - PT 100	41° 59' 46.690" N	88° 6' 44.170" W	812.0372	814.8511	814.8511	25	17	839.8511	831.8511	NA	None	None	None	NA	None
IPR - PT 100	41° 59' 41.811" N	88° 6' 40.652" W	796.2045	796.2045	796.2045	25	17	821.2045	813.2045	NA	None	None	None	NA	None
RODEN - PT 1	41° 59' 43.356" N	88° 6' 34.365" W	798.2671	798.2427	798.2671	25	17	823.2427	815.2427	NA	None	None	None	NA	None
ROSE - PT 1	41° 59' 33.628" N	88° 4' 48.783" W	793.9865	793.3865	793.3865	25	17	818.3865	810.3865	NA	None	None	None	NA	None
ROSE - PT 2	41° 59' 38.368" N	88° 4' 48.731" W	795.9852	796.357	796.357	25	17	821.357	813.357	NA	None	None	None	NA	None
SPRING - PT 1	41° 59' 36.102" N	88° 7' 9.253" W	816.1694	816.2066	816.2066	25	17	841.2066	833.2066	NA	None	None	None	NA	None
WRIGHT - PT 1	41° 59' 46.656" N	88° 6' 6.329" W	802.8688	801.6362	802.8688	25	17	826.6362	818.6362	NA	None	None	None	NA	None

PERM P77=BLACK
PERM IFR=RED



DRAFT MEETING SUMMARY



MEETING SUBJECT: FAA Requirements, Best Management Practices, and Wetland Mitigation RECORDER: P. Knysz/
J. Anderson

MEETING DATE & TIME: July 23, 2012; 2:00 PM PREPARATION DATE: September 4, 2012

MEETING LOCATION: U.S. Army Corps of Engineers - Chicago District Office

ISSUE STATUS: ☒ Draft for Review ☐ Final

ATTENDEE NAME	ORGANIZATION	E-MAIL
<i>Participated in-person</i>		
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A meeting was held with the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), U.S. Department of Agriculture – Animal and Plant Health Inspection Service (USDA-APHIS), Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Illinois Department of Natural Resources (IDNR), Illinois Department of Transportation (IDOT), Illinois State Toll Highway Authority (ISTHA), and the Elgin O'Hare – West Bypass (EO-WB) consultant team on July 23, 2012 to discuss water quality Best Management Practices (BMPs), requirements of the FAA Hazardous Wildlife Attractant Advisory Circular (AC), and potential wetland/waters mitigation sites.

To facilitate the discussion, the EO-WB consultant team provided attendees with the following exhibits/information prior to the meeting:

- BMP Concept Drawings (full-size)
- BMP Concept Drawings (11x17)
- Conceptual BMP Typical Section Drawings
- Potential Detention and Comp Storage Site Locations
- Potential Mitigation Site Location Map (with FAA Wildlife Hazard Separation Distances)
- Summary Information for five Potential Mitigation Sites
- Summary Information for an Additional Lake County Forest Preserve District Mitigation Site (new site)

Note: The above exhibits were also presented at the meeting.

Post-Construction Best Management Practices (PCBMP)

Mark Mittag (CH2M HILL) and Jedd Anderson (CBBEL) led the BMP discussion. The conceptual proposed PCBMP plan for the EO-WB Full Build Condition was presented to the attendees. The conceptual design provides the following benefits:

- A Water Quality Volume (WQV) “first flush” is proposed to be incorporated into the project.
- The WQV will consist of the capture of up to a 1.25” rainfall event. The 1.25” rainfall event equates to capture approximately 97% of all rainfall events recorded at O’Hare Airport on a yearly basis, and approximately 77% of the physical volume of water generated by rain events on a yearly basis.
- The intent is to capture, retain, infiltrate, evaporate, and evapotransporate this runoff and not release it from the site.
 - USFWS had asked at a previous meeting if the WQV correlated to “stay-on rate”; Jedd Anderson confirmed that the two terms are equivalent.
 - The WQV would be provided within swales, ditches, and basins. Rock (or vaults) may be used in the basins to limit exposed/open water and to meet FAA 48 hour draw-down requirements.

The project will be constructed in phases and the PCBMPs will be constructed in proportion to the improvements. The ratio of WQV will match the level of construction. Additionally, a series of BMP swales, basins, natural plantings, and leaking catch basins will be incorporated into the PCBMP plans to further promote runoff capture and infiltration.

The USACE will review the Section 404 Clean Water Act (CWA) permit application package based on the conceptual EO-WB Full Build Master Plan. As a condition of the 404 permit, the Tollway would be required to provide the USACE with applicable preliminary engineering plan sheets (e.g., grading, soil erosion and sediment control, drainage, etc.) for each phase of the EO-WB Initial Construction Phase (ICP) for review and approval prior to construction where resource impacts are to occur. The preliminary engineering plan sheets would be provided at 60% completion. The USACE and USFWS asked that a detailed description (e.g., detail drawings) of the PCBMPs be provided in the 404 application package. The EO-WB consultant team is to provide the USACE with a written copy of the proposed permit strategy for the proposed improvements.

The median of the proposed EO-WB is being reserved for future transit. Consequently no formal permanent PCBMPs (which may limit the future use of the median for those transit needs) are proposed in the median.

The USACE confirmed that use of the concept PCBMP plans as part of the 404 permit application process is acceptable; with the understanding that as individual phases of the project are brought on-line, 60% level plans will be submitted for review and comment.

The resource agencies agreed, in principle, that the BMP concept plan had sufficient detail for the Final Environmental Impact Statement and that specific details would be coordinated during the Section 404 CWA permitting process.

FAA Requirements

FAA AC requirements were reviewed and discussed, including wildlife hazard separation distances adjacent to O'Hare Airport (5 miles) and the Schaumburg Regional Airport (10,000 feet). Based on the AC, proposed stormwater detention/retention facilities should be steep-sided, rip-rap lined (or equivalent), narrow, and linear shaped, to the extent practicable. FAA prefers that all stormwater management facilities (within the wildlife hazard separation distances) drain down (empty) within 48 hours (after the end of the design storm). Compensatory storage sites will be reviewed by FAA in the same manner as detention basins that hold water for more than 48 hours. If a proposed stormwater management facility retains stormwater for more than 48 hours, it does not need to have a structural cover. However, the facility would need to have a physical wildlife deterrent (e.g., bird balls, wire grids, netting, etc.) installed.

Vegetation in and around proposed stormwater management facilities (i.e., detention/retention basins and compensatory storage facilities) should follow the O'Hare Airport Approved Plant List (or equivalent). Landscape materials selected for use within the wildlife hazard separation distances should not provide food or cover for wildlife. This requirement applies to all proposed vegetative landscape materials. USDA-APHIS recommended the use of high endophyte infected fescue. At the request of the EO-WB consultant team, USDA-APHIS will consider the use of little bluestem within the project corridor and report back. USDA-APHIS requested the opportunity to review applicable improvement plans with respect to AC requirements (e.g., wildlife attractants).

USDA-APHIS would like to have access to the stormwater management facilities along the EO-WB corridor in the future to complete evaluations regarding potential wildlife hazards. The Tollway will consider an intergovernmental agreement (IGA) with USDA-APHIS to allow access, review, maintenance and monitoring of stormwater management facilities within a defined area along the EO-WB corridor.

Larry Martin (CH2M HILL) stated that potential stormwater basins have been removed from the Runway Safety Areas. Next, the Willow Creek South Tributary alignment shift and potential compensatory storage sites along York Road were discussed. Amy Hanson (FAA) confirmed that no structural cover is required for a proposed stormwater management facility located in a Runway Protection Zone (RPZ) west of York Road, even if the facility retains stormwater for more than 48 hours (after the end of the design storm). Wildlife deterrents (e.g., bird balls, wire grids, netting, etc.) would be required. Requirements pertaining to Willow Creek South Tributary are subject to consultation with USDA-APHIS. The FAA and USDA-APHIS will closely review plans for these areas.

Potential Wetland/Waters Impacts and Mitigation

Based on preliminary engineering, it is estimated that approximately 25 acres of wetland and waters impact may require roughly 80 acres of mitigation. The Tollway would fund the mitigation design, permitting, and five-year maintenance and monitoring plan. The Tollway would consider assisting with land acquisition depending on the situation.

Melanie Haveman (USEPA) stated a preference for mitigation to be provided through restoration of prior converted areas (as opposed to wetland creation).

Based on preliminary agency coordination, five previously identified potential mitigation sites (including: Ethyl's Woods Addition, DuPage River Properties, Spring Creek Properties, DuPage River
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Salt Creek Workgroup [DRSCW] Site One, and DRSCW Site Two) were discussed in more detail at the meeting. Jedd Anderson led this discussion. On behalf of the Lake County Forest Preserve District, Jedd also introduced one additional site for consideration. Bryan Wagner (Tollway) suggested that the Orland Grassland site be brought back into consideration. Shawn Cirton (USFWS) stated that he had not had the opportunity to review the mitigation sites in detail. The agencies said that they would like to review the mitigation site information and discuss before any of the potential sites are eliminated from consideration. However, it is likely that the two DRSCW sites will be eliminated from consideration due to cost and complexity. The EO-WB consultant team was asked to call the Forest Preserve Districts to determine timing on acquisition of the properties to help identify the preferred sites. The agencies would like to meet again to assist in the final selection of a mitigation site.

Once a site is selected an IGA would have to be established between the Tollway and Forest Preserve District. The IDNR is requiring that mitigation be completed on newly acquired land; this is not a USACE requirement.

In response to a question by Matt Fuller (FHWA), the resource agencies agreed that enough information had been presented to them regarding BMPs and mitigation that the EO-WB project team could request concurrence on the Preferred Alternative at the next NEPA/404 Merger Meeting.

Action Items

1. EO-WB consultant team will provide USACE with a written copy of the proposed 404 permit strategy for the EO-WB. USACE to review/comment.
2. USDA-APHIS will consider allowing little bluestem to be included in the proposed EO-WB project corridor plant lists (e.g., Landscape Plan) and provide feedback.
3. The Tollway will consider an intergovernmental agreement (IGA) with USDA-APHIS to allow access, review, maintenance and monitoring of stormwater management facilities within a defined area along the EO-WB corridor.
4. EO-WB consultant team will coordinate with the local forest preserve districts to determine approximately how long the mitigation site acquisition process could take.
5. Resource agencies will review mitigation site information and provide preliminary feedback.
6. EO-WB consultant team to prepare meeting minutes.

Illinois NEPA/404 Merger Meeting

September 5 and 6, 2012

Federal Highway Administration
Training Room
3250 Executive Park Drive
Springfield, IL 62703
(September 5 and 6)

U.S. Environmental Protection Agency
Ralph Metcalfe Federal Building
Lake Ontario Room, 12th Floor
77 West Jackson Blvd.
Chicago, IL 60604
(September 6 only)

September 5, 2012

1:30 pm – 2:30 pm

- Alton Godfrey (District 8, Madison County)
 - Information – Update on public involvement activities
 - **ESA: Review has not been conducted**

September 6, 2012

9:00 am – 12 noon

- Elgin O'Hare-West Bypass (District 1, Cook and DuPage counties)
 - Concurrence – Preferred Alternative
 - **ESA: No effect determination**
- Illinois Route 83/137 from IL 132 to Peterson Road (District 1, Lake County)
 - Information – Project Introduction
 - **ESA: Early project development**
- Interstate 55 at Airport/Lockport Road and Illinois Route 126/Essington Road (District 1, Will County)
 - Concurrence – Purpose and Need
 - **ESA: No effect Determination**

12 noon – 1:00 pm

LUNCH

1:00 pm – 3:00 pm

- US 14 in Barrington (District 1, Lake County)
 - Concurrence – Purpose and Need
 - **ESA: Early project development**
- Caton Farm-Bruce Road (District 1, Will County)
 - Concurrence – Preferred Alternative
 - **ESA: Consultation open on Hines Emerald Dragonfly, Biological Assessment expected**

NEPA/404 Merger Meeting
September 5, 2012
Springfield, IL

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NEPA/404 Merger Meeting
September 6, 2012
Chicago, IL

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PHONE/TELECONFERENCE			
Soren Hall	USACE		
Kimberly Murphy	IDOT		
Vanessa Ruiz	IDOT		
Kathy Chernich	USACE		

NEPA/404 Merger Meeting
September 6, 2012
Springfield, IL

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SEPTEMBER 6, 2012

**IDOT District 1, Cook and DuPage counties
Elgin O'Hare - West Bypass
Environmental Impact Statement – Tier 2
Information – Environmental Mitigation, Preferred Alternative
ESA – “No effect” determination**

DECISIONS:

Concurrence was obtained on the preferred alternative from USACE (Chernich), USEPA (West), USFWS (Cirton), and IDOA (Savko).

NEXT STEPS:

Larry Martin will provide USEPA (West) with a complete copy of the BMP plans.

USACE, USFWS, USEPA to discuss and provide input to IDOT/ISTHA on mitigation sites

Pete Knysz will send to USACE (Chernich) information on property acquisition timeframes for potential mitigation properties.

Project team and USACE to hold a pre-application meeting later this month (September)

Project team to submit 404/401 permit application by Thanksgiving.

DISCUSSION:

The purpose of the presentation was to request and receive concurrence of the Preferred Alternative for the Elgin O'Hare – West Bypass Tier Two EIS. The Elgin O'Hare – West Bypass project team presented information (PowerPoint presentation) supporting the recommendation of the preferred alternative. The presentation addressed the comments received during the DEIS comment period and their effect on the FEIS documentation, a review of the alternatives/alternates that remained at the Draft EIS stage, a comparison of the remaining alternatives/alternates, the recommendation of the preferred alternative and an overview of the proposed mitigation. During the presentation agency representatives asked questions relevant to the material and the project. Among the questions were:

- USEPA (Norm West) questioned if there were differences in the comments received for Tier One versus Tier Two. The project team acknowledged differences. For example, in Tier One, community stakeholders evolved from being skeptical to unified in their support for the project. In Tier One Bensenville had voiced opposition to the project overall and specific to impacts on their community. In Tier Two, community support for the project continues to be unified, however, stakeholders are now focused on the project details that directly affect their communities such as property impacts, access, location of noise walls, etc.
- USEPA (Norm West) questioned how the project was going to accommodate transit. The project team summarized the proposed transit improvements to be implemented by others, including the transit hub to be located at the west side of O'Hare Airport at the site of the proposed West Terminal, reserved space in the median along the proposed Elgin – O'Hare Expressway, space for proposed transit stations, reserved space for future transit on the eastside of the north leg of the West Bypass (connecting future transit in the I-90 corridor with the West Terminal), and extensions of transit service (express bus) from the east-west transit backbone to Woodfield Mall, Hanover Park, and the Rosemont CTA station.
- USEPA (Norm West and Ken Westlake) acknowledged the potential travel performance improvements associated with the proposed improvements.

- Agency representatives asked the status of strategies for the reduction of chlorides. Larry Martin said that ISTHA will continue to coordinate with DRSCW regarding chloride reduction methods/strategies. Martin indicated that the Illinois Tollway is striving to develop a partnership with the DRSCW that explores new practices for reducing salt that would be applied to both tollways and local roadways. Additionally, monitoring will be conducted to measure effectiveness. It was noted that this topic remains under discussion with the appropriate stakeholders, and the Illinois Tollway plans to have the framework of a plan for implementation by the end of 2012. USEPA (Norm West) also suggested that CMAP be considered as a forum to broadcast information.
- USEPA (Norm West) requested the latest version of the BMP concept plan for the corridor. Larry Martin will provide USEPA (West) with an updated/complete copy of the stormwater BMP concept plan. BMPs will continue to be coordinated with the USACE and FAA/USDA-APHIS throughout the 404 permit process.
- The status of the wetland/waters mitigation sites was discussed and the USACE indicated that the USACE, USFWS, USEPA will discuss and provide input to IDOT/ISTHA on potential wetland/waters mitigation sites for the EO-WB by the end of year. The project team will continue coordination with stakeholders, such as local forest preserve districts, regarding properties that could potentially be acquired and used for EO-WB wetland/waters mitigation. Pete Knysz will send USACE (Kathy Chernich and Soren Hall), USEPA (Norm West) and USFWS (Shawn Cirton) information on property acquisition timeframes for potential wetland/waters mitigation properties. The timing of property acquisition was noted as important to the USACE and others, therefore this information will be compiled and forwarded to interested agencies.
- Pre – application meetings for the 404 permit and 401 Water Quality Certification were discussed briefly, and it was agreed that meetings will be scheduled for late September or early October 2012.
- In further discussion of the 404/401 permit applications it was noted that applications would be submitted by the end of November, 2012.
- USFWS (Shawn Cirton) asked when the FEIS would be available for agency review. Based on the current schedule, FHWA (Matt Fuller) anticipated late October/early November.

Following the presentation and questions, Matt Fuller (FHWA) called for a vote of concurrence for the Preferred Alternative and concurrence was received from all present including FHWA, USACE, USEPA, USFWS, IDOA.



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor

Marc Miller, Acting Director

June 15, 2009

Mr. Larry Martin, Project Manager
CH2MHill Consultants
8501 West Higgins Road
Chicago, Illinois 60631

RE: Elgin O'Hare West
By-Pass
Cook County
INDR #0911687

Dear Mr. Martin:

This letter is in response to the above referenced project that was screened through the Illinois Department of Natural Resources (IDNR) Eco-CAT review tool. Based on the results of further review, this project has potential for impacts to resources that occur in the project area.

The project as outlined is very large with many resources in the area. As the scope of this project is narrowed down to specific alternatives, the need for both flora and fauna surveys will need to be completed.

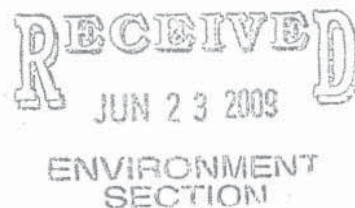
As the project proceeds through the NEPA/404 Merger Process, the Illinois Department of Natural Resources will provide input for necessary studies based on alignments chosen. Coordination of the surveys will then need to be reviewed for comments by IDNR. Consultation for this project remains open.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

file
Tom Brooks, IDOT/BDE





Illinois Department of Transportation

Memorandum

To:	Diane O'Keefe	Attn: Pete Harnet
From:	Charles Ingersoll	By: John A. Walthall
Subject:	Cultural Resource Architectural Concurrence	
Date:	July 24, 2009	

Cook & DuPage Counties
Elgin O'Hare Expressway
Job No. P-91-443-06
Seq. 15237

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that architectural survey coordination for National Register consideration is complete.

This completes the necessary coordination relative to evaluating the impact of this project on significant architectural resources.

A handwritten signature in cursive script, reading "John A. Walthall".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 20, 2009

Cook and DuPage Counties
Elgin O'Hare Expressway
Project: 91-443-06

IDOT Seq # 15237

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

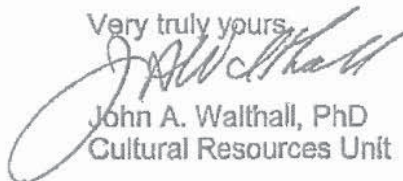
On June 19, 2009 you, along with a representative of the IDOT Environmental staff, conducted a review of photographs and locational data concerning buildings and other standing architectural structures along the Elgin O'Hare Expressway which may be impacted by proposed construction.

As you confirmed during the inspection of the photo log, none of these structures are located within an historic district, with the possible exception of a single structure, none individually meet the criteria for listing on the National Register of Historic Places. Attached is a report from Heritage Research concerning the blue Greek revival house with Italianate influences. John Vogel in the attached report concludes:

"Predicated on our visit to the property, our observations, and our analysis of the photographs taken during the visit, we believe the property lacks any defining characteristics that would merit formal National Register consideration."

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no residential or commercial buildings subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be impacted.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: July 22, 2009



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harmet
From: Charles Ingersoll By: J. A. Walthall
Subject: Cultural Resource Concurrence
Date: September 16, 2009

Cook & DuPage Counties
Elgin-O'Hare Expressway
Job No. P-91-443-06
Seq. #15237

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in cursive script, reading "J. A. Walthall".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 11, 2009

Cook / DuPage Counties
Elgin-O'Hare Expressway
Project: P-91-443-06

IDOT Seq# 15237
ITARP# 09105

FEDERAL 106 PROJECT

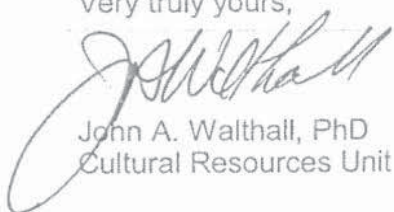
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701



Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the 6,662 acre project referenced above. This project was originally surveyed by Northern Illinois University in the mid-1980s as part of the original planning for this project, much of which was never built. Two 19th century sites were recommended for data recovery and coordination with your office let to the ratification of a Memorandum of Agreement. All of the sites found during the original survey and by the current ITARP effort have been destroyed by construction and commercialization in the area or are non-eligible late historic sites. One of the two sites included in the 1980s MOA has been razed and the second has deteriorated and has been impacted by later razing of associated structures. Your office has concurred that it is not eligible for the National Register (July 20, 2009).

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR
By: 
Deputy State Historic Preservation Officer
Date: 9/24/09 



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harmet
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Concurrence
Date: February 18, 2010

Cook & DuPage Counties
Elgin - O'Hare Highway
Job No. P-91-443-06
Seq. #15237A

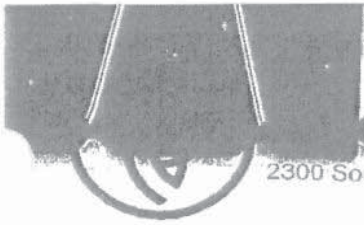
Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in cursive script, reading "J. A. Walthall".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 17, 2011

Cook /DuPage County
Elgin-O'Hare Highway
Addendum A
Project: P-91-443-06

IDOT Seq# 15237A
ISAS# 10088

FEDERAL 106 PROJECT

NO HISTORIC PROPERTIES AFFECTED

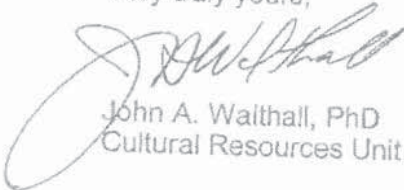
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701


Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by Illinois State Archaeological Survey personnel concerning historical and archaeological properties and sites potentially to be impacted by the 298 acre project referenced above. One archaeological site, 11-DU-73, was re-visited in the project area. This site proved to be a late 19th-20th century debris scatter which has been destroyed by urban development and does not have subsurface integrity and does not meet the criteria for listing on the National Register.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR
By: 
Deputy State Historic Preservation Officer
Date: 2.17.11



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harnet
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: June 15, 2010

Cook & DuPage Counties
FAI 355, FAU 2626, FAU 1346, I-355, Arlington Heights Rd & Devon Ave.
Job. P-91-443-06
Seq. 15237B

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on July 17, 1995. The signed request form attached is your evidence of coordination.

A handwritten signature in cursive script, appearing to read "J. A. Walthall".

Attachment

JAW:km

Environmental Survey Request Addendum

A. Project Information ☒ Bio ☒ Cultural ☐ Wetlands ☒ Special Waste

Submittal Date: 05/27/2010 Sequence No: 15237 B Project No:
District: 1 Requesting Agency: DOH Job No.: P- 91-443-06
Contract #: Counties: Cook and DuPage
Route: see add'l info Marked: see add'l info
Street: see add'l info Section:
Municipality(ies): Addison, Elk Grove Village, Itasca, Uninc. Project Length: 0 km 0 miles
From To (At): see add'l info
Quadrangle: Lombard Township-Range-Section: see add'l info
Anticipated Design Approval: 12/31/2012

B. Reason for Submittal: (Check all that apply)

☒ Acquisition of additional ROW or easement Addendum: acres Total Project: acres
☒ In-Stream Work Stream Name: Devon Avenue Trib
☒ Other: Wetland survey needed
☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Additional area.

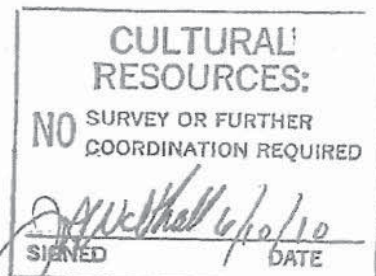
D. Tree Removal?: Don't Know **Number?:** ha/ acres

Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E. Contact Person: Ron Krall **Local Contact Person:**
Telephone #: (847) 705-4103 ext. Telephone #:
Env. Contact: E-Mail:
Telephone #: Title/Company:

F. ☐ Update Entire Project
☒ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO





EXECUTIVE ORDER

10-13

**EXECUTIVE ORDER CREATING
THE ELGIN-OHARE WEST BYPASS ADVISORY COUNCIL**

WHEREAS, An efficient transportation system is critical for the effective movement of people, goods, and services; and

WHEREAS, The Elgin-O'Hare West Bypass (EOWB) was initially conceived in the 1970's and is a project of national, statewide and regional significance; and

WHEREAS, The EOWB will foster continued global economic competitiveness, promote business retention and attraction, and create new jobs in Illinois; and

WHEREAS, The EOWB and future western terminal are key components to create access that is compatible with a world class airport; and

WHEREAS, A financially viable, multi-modal transportation network can serve as an instrument to enhance livability and expand green collar jobs in Illinois; and

WHEREAS, A public transportation system that is compatible with the proposed roadway improvements is vital to ensure a sustainable transportation system that supports air, rail and roadway freight, commuters and international visitors; and

WHEREAS, This confluence of forces offers an opportunity to analyze and assess various creative methods to support such a system;

THEREFORE, I, Pat Quinn, Governor of the State of Illinois, pursuant to the supreme executive authority of the Governor as set forth in Article V of the Illinois Constitution, do hereby order as follows:

I. CREATION

There is hereby established the Elgin-O'Hare West Bypass Advisory Council (hereinafter "Council"), to be appointed by the Governor, having the duties and powers set forth herein, with respect to the Office of the Governor and agencies under the jurisdiction of the Office of the Governor.

II. PURPOSE

The Council shall advise the Governor and make recommendations in the development of an implementation, financing, and operating structure for the infrastructure improvements surrounding, and supporting, O'Hare International Airport; including the extension of Elgin-O'Hare, a Western Bypass, and a complimentary transit network.

**FILED
INDEX DEPARTMENT**

OCT 05 2010

**IN THE OFFICE OF
SECRETARY OF STATE**

OCT 05 2010

IN THE OFFICE OF
SECRETARY OF STATE

III. DUTIES

The Council's duties include, but are not limited to, the following:

- a. Monitoring the overall progress of the Illinois Department of Transportation's (IDOT) EOWB Tier Two Process through monthly status reports; and
- b. Reviewing and evaluating the Financial and Construction Sequencing analysis prepared by IDOT for the project; and
- c. Analyzing the regional economic impact of the project and providing input on how to maximize economic growth, job creation, and new opportunities for industry development; and
- d. Assessing the incorporation of green practices and planning into the project, involving, but not limited to, transit design and integration, construction materials, and other sustainable best practices; and
- e. Developing a strategy to ensure the project supports a diverse workforce and opportunities for small and medium-sized businesses and underrepresented groups; and
- f. Facilitating a regional consensus position for financing and implementing the project; and
- g. Providing a report to the Governor with recommendations for a financial and implementation strategy.

IV. MEMBERSHIP AND ADMINISTRATIVE SUPPORT

The Council shall include representation from both public and private organizations. Members of the Council will serve without compensation.

The Governor shall appoint all members of the Council who shall serve at his pleasure. Members of the Council may include:

- a. Representatives from the following state and local government agencies: Illinois Department of Transportation, Illinois State Toll Highway Authority, Illinois Finance Authority, City of Chicago Department of Aviation, Regional Transportation Authority.
- b. Representatives from the following organizations: DuPage County Board of Commissioners, DuPage Mayors and Managers Conference, West Central Municipal Conference, Northwest Municipal Conference.
- c. Individuals who represent the following areas: Planning, Labor, Business, Public Finance.

The representative of the Illinois Department of Transportation and the representative of the Illinois State Toll Highway Authority shall each serve as a co-chairman of the Council. IDOT shall provide administrative and technical support and staffing for the Council, including providing a staff member to serve as the Council's ethics officer.

V. REPORT

Based upon the findings of the EOWB Tier Two financial analysis, and considerations of this Council, the Council shall prepare a preliminary report with recommendations provided to the Governor by February 28, 2011; and a final report provided to the Governor April 29, 2011. The Council and the terms of its members shall expire upon delivery of the final report.

VI. TRANSPARENCY

In addition to whatever policies or procedures it may adopt, all operations of the Council will be subject to the provisions of the Illinois Freedom of Information Act (5 ILCS 140/1 *et seq.*) and the Illinois Open Meetings Act (5 ILCS 120/1 *et seq.*). This section shall not be construed so as to preclude other statutes from applying to the Council and its activities.

VII. SEVERABILITY

If any provision of this Executive Order is found invalid by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

VIII. EFFECTIVE DATE

This Executive Order shall be effective upon filing with the Secretary of State.

A handwritten signature in dark ink that reads "Pat Quinn". The signature is written in a cursive, flowing style.

Pat Quinn, Governor

Issued by the Governor: October 5, 2010

Filed with the Secretary of State: October 5, 2010

FILED
INDEX DEPARTMENT
OCT 05 2010
IN THE OFFICE OF
SECRETARY OF STATE



MEMORANDUM

TO: Sue Dees
Illinois Department of Transportation
Bureau of Design and Environment, Room 330
2300 S. Dirksen Parkway, Springfield IL 62764

FROM: Dr. David A. Enstrom, Ornithologist
Illinois Natural History Survey, Center for Biodiversity
172 Natural Resources Building
1816 S. Oak Street, Champaign IL 61820

DATE: October 25, 2010

SUBJECT: Elgin O'Hare project and Black-crowned Night Herons.

I visited the Elgin O'Hare project area (Figures 1-3) in the spring of 2010 and evaluated 9 areas for potential bird habitat; specifically habitat for the Illinois endangered black-crowned night heron (*Nycticorax nycticorax*). A black-crowned night heron had been seen at 'wetland site 49' (site 9 in Figure 2) along York Rd. by the INHS wetland survey crew on 24 June and 5 August 2009.

Wetland 49 is completely within the project area. The INHS wetlands report suggested that it may provide habitat for the black-crowned night heron and other animals. However, the area is quite small, 1.940 ac, and was largely dry with small ditches with standing water near the road at the time of my visit. A black-crowned night heron may be found briefly foraging in one of these ditches, but the area does not appear to be good foraging habitat for this species. The other eight sites (Figures 1-3) I examined also do not provide significant foraging habitat or breeding habitat for the Black-crowned Night Heron. Significant foraging habitat would constitute a wetland complex that could sustain populations of frogs, snakes, turtles, as well as other colonial nesting birds (the black-crowned night heron is a ravenous nest predator).

Black-crowned night herons breed in colonies. The size of their colonies varies from several to hundreds of pairs. Most colony sites are on islands, in swamps, or over water, suggesting that site selection is related to predator avoidance. Isolation from

mammalian predators, such as raccoons is important, and isolation from human disturbance may also be important factor in colony site selection. An enormous variety of nesting substrate is used by this species. Nests in trees can be near the trunks or distal forks of branches, in the open, or deep in foliage. On islands, these birds sometimes nest on the ground. Colonies are typically used for many years and, unless disturbed, individuals return to the same nesting area throughout their lives. Nest heights vary greatly and depend on substrate. Nests can be a very low in habitat devoid of mammalian predators, but they also can be located very high in trees (up to over 50 ft. high) in situations where predators are present.

Wetland 49 is not a likely nesting spot for this species. There are currently no nests at the site, the site is small, no nests have been found at the site in the past, and the area is surrounded by high levels of noise and human activity. The nearest known Black-crowned Night Heron breeding site is at Churchill Woods ~ 8 miles from the site. The bird seen by INHS personnel at this site was probably from Churchill Woods.

The other eight sites I examined also do not provide significant breeding habitat for the Black-crowned Night Heron.

References.

Herkert, J.R. 1992. Endangered and Threatened Species of Illinois: Status and Distribution, Volume 2-Animals. Illinois Endangered Species Protection Board, Springfield, Illinois.

Hothorn, Roger L., Brianne E. Brussee and William E. Davis, Jr. 2010. Black-crowned Night-Heron (*Nycticorax nycticorax*). The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology.

Matthews, J., I. Draheim and B. Zercher. 2009. Elgin O'Hare Expressway, P-91-443-06. Report to IDOT.

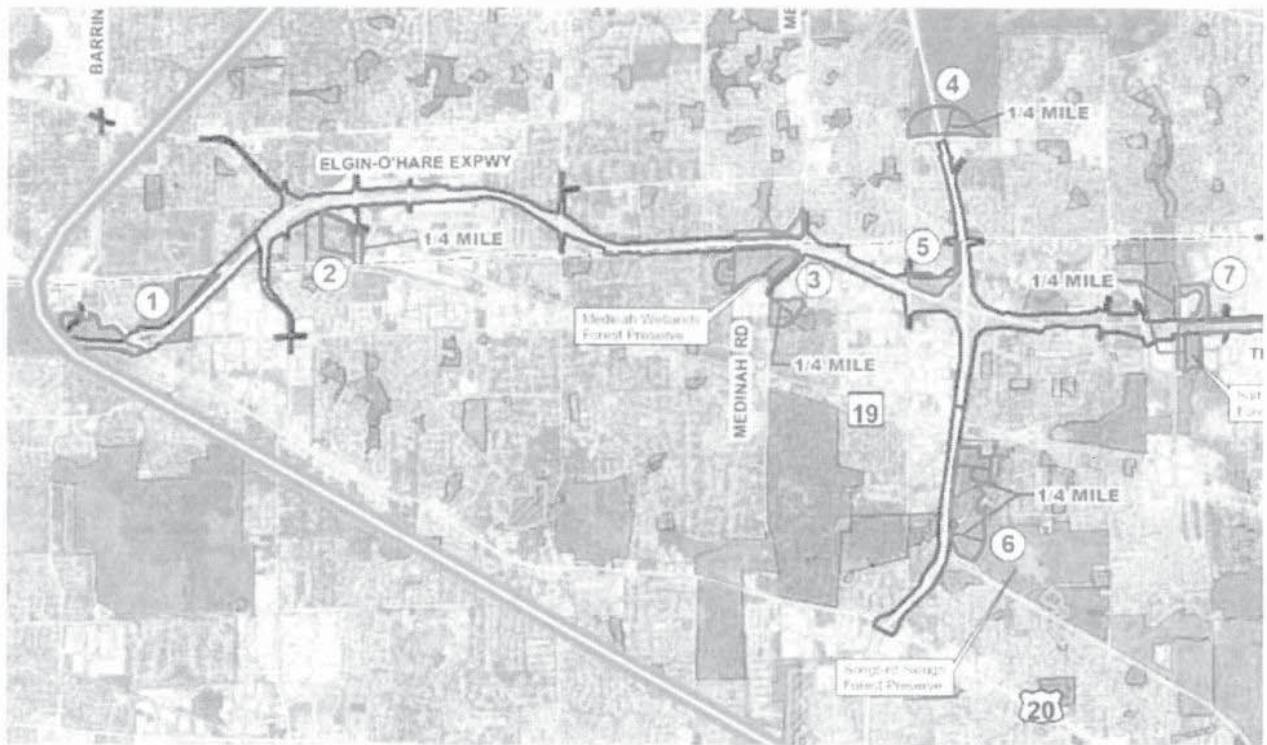


Figure 1. Area's 1-7.

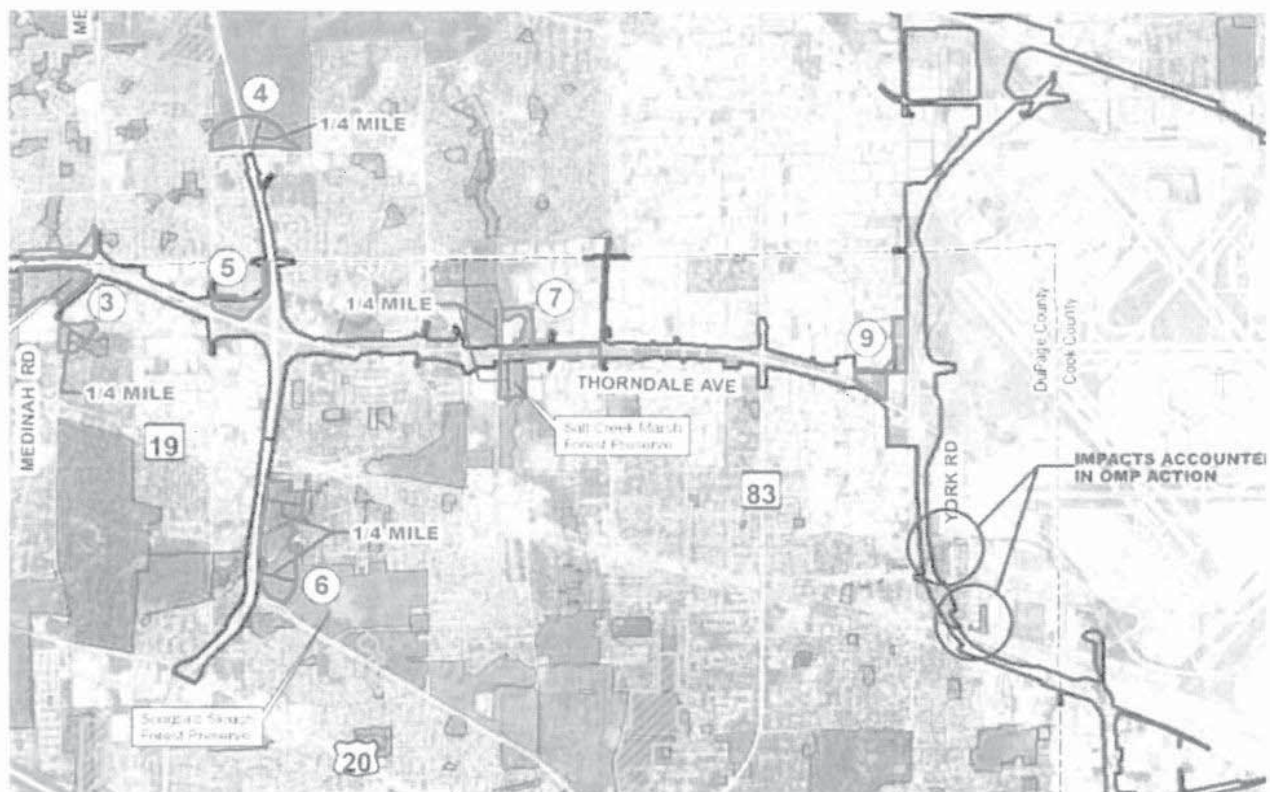


Figure 2. Areas 3-9

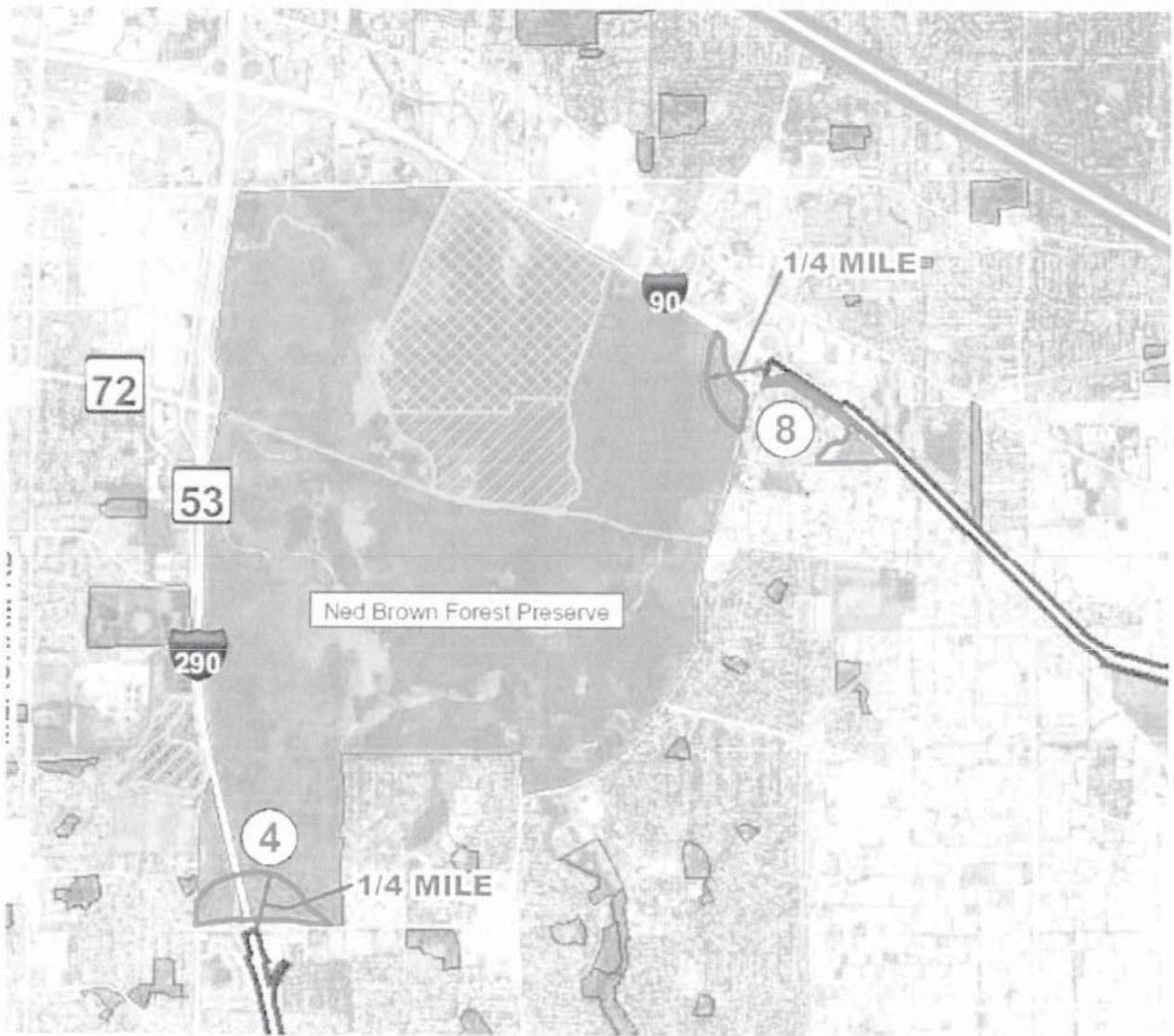


Figure 3. Areas 4 and 8.

Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

IDNR Project #: 1108370
Date: 02/11/2011

Project: Elgin - O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin - O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Black Tern (*Chlidonias niger*)

Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 10E, 29	41N, 10E, 30
41N, 10E, 31	41N, 10E, 32
41N, 10E, 33	41N, 9E, 25
41N, 9E, 36	

County: DuPage

Township, Range, Section:

40N, 10E, 5	40N, 10E, 6
40N, 9E, 1	



IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.
3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law. Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108378
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin O'Hare West Bypass construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Wgn Marsh INAI Site

Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 10E, 33	41N, 10E, 34
41N, 10E, 35	41N, 10E, 36
41N, 11E, 31	

County: DuPage

Township, Range, Section:

40N, 10E, 1	40N, 10E, 2
40N, 10E, 3	40N, 11E, 6



IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

Disclaimer

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108384
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin O'Hare West Bypass

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Wgn Marsh INAI Site

Least Bittern (*Ixobrychus exilis*)

Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 11E, 31

County: DuPage

Township, Range, Section:

40N, 10E, 1

40N, 11E, 5

40N, 11E, 6

40N, 11E, 7



IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108389
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 11E, 31	41N, 11E, 32
41N, 11E, 33	41N, 11E, 34
41N, 11E, 35	

County: DuPage

Township, Range, Section:

40N, 11E, 2	40N, 11E, 3
40N, 11E, 4	40N, 11E, 5
40N, 11E, 6	40N, 11E, 11



IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108393
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Wood Dale

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

40N, 12E, 18 40N, 12E, 19

County: DuPage

Township, Range, Section:

40N, 11E, 1 40N, 11E, 2
40N, 11E, 11 40N, 11E, 12
40N, 11E, 13 40N, 11E, 14
40N, 11E, 24



IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60018

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108394
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Bensenville

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

40N, 12E, 17	40N, 12E, 18
40N, 12E, 19	40N, 12E, 20
40N, 12E, 29	40N, 12E, 30

County: DuPage

Township, Range, Section:

40N, 11E, 13	40N, 11E, 24
40N, 11E, 25	



IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108396
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Bensenville

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

39N, 12E, 6 40N, 12E, 30

40N, 12E, 31

County: DuPage

Township, Range, Section:

39N, 11E, 1 40N, 11E, 25

40N, 11E, 36



IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108398
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Bensenville

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 11E, 23	41N, 11E, 24
41N, 11E, 25	41N, 11E, 26
41N, 11E, 35	41N, 11E, 36
41N, 12E, 29	41N, 12E, 30
41N, 12E, 31	41N, 12E, 32
41N, 12E, 33	

County: DuPage

Township, Range, Section:

40N, 11E, 1	40N, 11E, 2
-------------	-------------



IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108402
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Des Plaines

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Busse Woods INAI Site
Busse Forest Nature Preserve

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 11E, 15	41N, 11E, 16
41N, 11E, 21	41N, 11E, 22
41N, 11E, 23	41N, 11E, 26
41N, 11E, 27	



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Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

Re: Elgin - O'Hare West Bypass
Project Number(s): 1108370
County: Cook, DuPage

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road
Rosemont, IL 60018

Re: Elgin O'Hare West Bypass
Project Number(s): 1108378
County: Cook, DuPage

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road
Rosemont, IL 60018

Re: Elgin O'Hare West Bypass
Project Number(s): 1108384
County: Cook, DuPage

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road
Rosemont, IL 60018

Re: Elgin O'Hare West Bypass
Project Number(s): 1108402
County: Cook

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500

License Agreement for use of the Illinois Natural Heritage Database data provided by the Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) hereby grants a revocable license to **Larry Martin of CH2M HILL** (Licensee) for use of the following Illinois Natural Heritage Database (INHD) data: **Endangered & threatened species, Illinois Natural Areas Inventory, and Illinois Nature Preserves Commission data in GIS format for the Elgin O'Hare – West Bypass project area.** IDNR retains the ownership of this data, allowing use by the Licensee for: **project planning and preparation of environmental impact statement.**

USE OF THE DATA IS SUBJECT TO THE FOLLOWING CONDITIONS:

1. The License is revocable at any time if Licensee fails to comply with its conditions.
2. This License is non-transferable and time-limited. Licensee agrees to delete all data provided by IDNR no later than **March 22, 2012** (this date shall be no later than one year following the issuance of this License) unless Licensee renews this Data License Agreement by **March 21, 2012.**
3. The Licensee agrees to use the data provided solely for the purpose(s) stated above. Licensee agrees to delete all electronic versions of the data upon completion of work requiring the data or by the date above, whichever occurs first.
4. Licensee acknowledges that the data provided are considered confidential and exempt from the Illinois FOIA and agrees not to voluntarily release or distribute the data to parties not covered by this License. Licensee shall take all reasonable precautions to protect and maintain the confidentiality of the data and agrees to deny all requests for the data from parties not covered by this License. This License is subject to the condition that the Licensee has the authority to deny access to the data. If the Licensee is forced to release the data by a court order, IDNR must be notified, this agreement is terminated, and the data must be deleted upon compliance with the terms of the court order.
5. Licensee agrees not to publish or distribute the data, as a portion or in its entirety, or any interpretations thereof, without the express, written consent of the IDNR. In any publication that is approved, the Licensee agrees to cite the IDNR and the Illinois Natural Heritage Database Program as the source of the data along with the data release date.
6. Licensee agrees to provide the IDNR with a list of any reports or printed materials prepared using the data and will provide a copy of such material if requested by the IDNR.
7. Licensee understands and acknowledges that the data is being provided for planning and assessment purposes only. Receipt of the data does not constitute IDNR review or authorization of any proposed project and does not exempt the Licensee from securing necessary permits and approvals from the IDNR or other regulatory agencies.
8. Although the IDNR maintains high standards of data quality control, it makes no warranty as to the fitness of the data for any purpose or that the data are necessarily accurate or complete. The INHD cannot provide a conclusive statement on the presence, absence, or condition of significant natural features in Illinois. We can only summarize the existing information regarding the natural features or location in question known to the INHD at the time of this agreement. This License does not necessarily constitute IDNR agreement with the Licensee's interpretation of the data.

9. Licensee understands that the electronic portion of the data is only a representation of the more extensive information available in manual files and other electronic files at the IDNR.
10. By signature on the License, the Licensee hereby accepts all the terms and conditions of this License without exception, deletion or alteration. The Licensee recognizes that any use or release of the data not authorized by this License or failure to return the agreement will be considered a breach of this License. Upon breach, the Licensee shall immediately delete all data for this License shall be null and void and use of the data shall be unlawful and constitute unauthorized use.

Return this License Agreement and address all correspondence to:

Tara Kieninger
Natural Heritage Database Program Manager
Illinois Department of Natural Resources – ORC
One Natural Resources Way
Springfield, IL 62702
(217)782-2685
(217)785-2438 - fax



Signature of Licensee

CH2M HILL

Agency

Vice President

Title

8501 W. Higgins Rd., Suite 300

Address

Chicago, IL 60631-2801

City/State/Zip code

(773) 458-2838

Phone number

lmartin@ch2m.com

Email address



Illinois Department of Transportation

Memorandum

To:	Diane O'Keefe	Attn: Pete Harmet
From:	Scott E. Stitt	By: J. A. Walthall
Subject:	Cultural Resource Clearance	
Date:	April 29, 2011	

Cook & DuPage Counties
FAI 355, FAU 2626, 1346
Job No. P-91-443-06
Seq. #15237C

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on December 11, 2006. The signed request form attached is your evidence of coordination.

A handwritten signature in cursive script, reading "J. A. Walthall".

Attachment

JAW:km

Environmental Survey Request Addendum

A. Project Information		<input checked="" type="checkbox"/> Bio	<input checked="" type="checkbox"/> Cultural	<input type="checkbox"/> Wetlands	<input type="checkbox"/> Special Waste
Submittal Date:	04/21/2011	Sequence No:	15237	C	
District:	1	Requesting Agency:	DOH	Project No:	
Contract #:		Job No.:	P-	91-443-06	
Counties:	Cook and DuPage				
Route:	FAI 355 FAU 2626 & 1346	Marked:	I-355, Arlington Heights Rd...		
Street:	see add'l info	Section:			
Municipality(ies):	Addison, Elk Grove Village, Itasca, Uninc.	Project Length:	0	km	0 miles
FromTo (At):	see add'l info				
Quadrangle:	Lombard	Township-Range-Section:	see add'l info		
Anticipated Design Approval:	12/31/2012				

B. Reason for Submittal: (Check all that apply)	
<input checked="" type="checkbox"/> Acquisition of additional ROW or easement	Addendum: _____ acres Total Project: _____ acres
<input checked="" type="checkbox"/> In-Stream Work	Stream Name: West Branch DuPa
<input checked="" type="checkbox"/> Other: Wetland survey needed	
<input type="checkbox"/> Field Sign Off (Bio & Cultural Only)	

C. Addendum Description:	Additional study area for comp storage/drainage, Transportation Corridor.
---------------------------------	---

D. Tree Removal?: Don't Know	Number?: _____ ha/ _____ acres
Wetland delineation performed by: BDE	
End. Species Consultation performed by: BDE	

E. Contact Person: Ron Krail	Local Contact Person:
Telephone #: (847) 705-4103 ext.	Telephone #:
Env. Contact: Sam Mead	E-Mail:
Telephone #: 8477054101	Title/Company:

F.	<input type="checkbox"/> Update Entire Project
	<input checked="" type="checkbox"/> Addendum Only
<input type="checkbox"/> Field Sign Off (Bio & Cultural Only)	<input type="checkbox"/> Received in CO

CULTURAL
RESOURCES:
NO SURVEY OR FURTHER
COORDINATION REQUIRED
SIGNED *[Signature]* 4/29/11
DATE



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

July 8, 2011

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«Address3»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project is located in Cook and DuPage Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin O'Hare Expressway corridor, between the O'Hare Airport on the east and US Route 20 (Lake Street) on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, a design study report, an Access Justification Report, a Tier Two Draft EIS and a Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmentally damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS, and the selected alternative in the ROD.

IDOT, FHWA, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be Participating Agencies. Pursuant to Section 6002 of SAFETEA-LU, Participating Agencies are responsible

«Full_Name»

July 8, 2011

Page Two

for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

IDOT, FHWA, and FAA identified «CompanyAgency» as an agency that may have an interest in the project. Therefore, with this letter, IDOT, FHWA and the FAA invite «CompanyAgency» to become a *Participating Agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency supports the proposal or has any special expertise with respect to evaluation of the project.

IDOT, FHWA, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a Participating Agency prior to August 5, 2011. If your agency declines to be a Participating Agency, the response should state your reason for declining the invitation. If your agency does not accept the invitation to be a Participating Agency, then IDOT, FHWA and the FAA will not consider «CompanyAgency» to be a Participating Agency.

If you have any questions or need additional information, please contact me or Peter Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,



Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: Norman R. Stoner, FHWA Illinois Division Administrator
Amy Hanson, US Department of Transportation, FAA

bcc: Diane O'Keefe
John Fortmann
Scott Stitt, D&E
CH2M Hill
File

S:\WP\dark2011-07-07 - Draft Participating Agency letter - non_FED.docx

Mr. John S. Gates, Jr.
Chairperson
Regional Transportation Authority
175 W. Jackson Blvd.
Suite 1550
ChicagoIL60604

Mr. Dan Cronin
Chairman of the Board
DuPage County
421 North County Farm Road
WheatonIL60187-3978

Ms. Kelsey Musich
Resource Conservationist
Kane-DuPage Soil & Water Conservation District
3 S 580 Naperville Road
WheatonIL60175

Ms. Toni Preckwinkle
President of the Cook County Board
Cook County
118 North Clark Street, Room 537
ChicagoIL60602

Mr. Alan Larson
Village President
Village of Schaumburg
101 Schaumburg Court
SchaumburgIL60193

Mr. Barrett F. Pedersen
Village President
Village of Franklin Park
9500 West Belmont Avenue
Franklin ParkIL60131

Mr. Jeff Pruyn
Village President
Village of Itasca
550 West Irving Park Road
ItascaIL60143-2018

The Honorable Craig Johnson
Mayor
Village of Elk Grove Village
901 Wellington Avenue
Elk Grove VillageIL60007

Mr. Rodney S. Craig
Village President
Village of Hanover Park
2121 West Lake Street
Hanover ParkIL60133-4215

The Honorable Annunziato Pulice
Mayor
City of Wood Dale
404 North Wood Dale Road
Wood DaleIL60191

The Honorable Arlene Mulder
Mayor
Village of Arlington Heights
33 South Arlington Heights Road
Arlington HeightsIL60005

The Honorable Frank Soto
Mayor
Village of Bensenville
12 South Center Street
BensenvilleIL60106

The Honorable Gayle A. Smolinski
Mayor
Village of Roselle
31 South Prospect Street
RoselleIL60172

The Honorable Irvana K. Wilks
Mayor
Village of Mount Prospect
50 South Emerson Street
Mount ProspectIL60056

The Honorable Jeffrey T. Sherwin
Mayor
City of Northlake
East North Avenue
NorthlakeIL60164-2489

The Honorable Larry Hartwig
Mayor
Village of Addison
One Friendship Plaza
AddisonIL60101

The Honorable Peter P. DiCianni, III
Mayor
City of Elmhurst
209 North York Street
ElmhurstIL60126-2759

Mr. D. Dewey Pierotti
President
Forest Preserve District of DuPage County
P.O. Box 5000
WheatonIL60189

Mr. Larry Huggins
Vice Chairman
METRA
547 West Jackson Boulevard
13th Floor
ChicagoIL60661

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
ChicagoIL60606

Mr. Richard Kwasneski
Chairman
PACE
Suburban Bus Service
9 W. Algonquin Road
Arlington HeightsIL60005-4412

Mr. Rick McAndless
Resource Conservationist
North Cook County Soil and
Water Conservation District
P.O. Box 407
StreamwoodIL60107-0407

Mr. William Gradle
State Conservationist
Illinois Natural Resources Conservation Service
2118 W. Park Court
ChampaignIL61821

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Preservation Services
One Old State Capitol Plaza
SpringfieldIL62701

Ms. Lisa Bonnett
Interim Director
Illinois Environmental Protection Agency
1021 N. Grand Ave. East
P.O. Box 19276
SpringfieldIL62794-9276

Mr. Kenneth A. Kits
Director of Engineering
Metropolitan Water Reclamation District
of Greater Chicago
100 East Erie Street
ChicagoIL60611

Mr. Terry Peterson
Chairman
Chicago Transit Authority
567 W. Lake Street
ChicagoIL60661

The Honorable Martin J. Moylan
Mayor
City of Des Plaines
1420 Miner Street
Des PlainesIL60016

Mr. Michael Boland
First Deputy Director
O'Hare Modernization Program
P.O. Box 66848
10510 W. Zemke Road
ChicagoIL60666

Mr. John Beissel
Chief Engineer
Cook County
Highway Department
69 West Washington Street, 21st Floor
ChicagoIL60602

Mr. John P. Kos, P.E.
Director of Transportation
DuPage County
Division of Transportation
421 North County Farm Road
WheatonIL60187

Mr. Tom Cuculich
Deputy Director of Administration
DuPage County
Forest Preserve District
P.O. Box 5000
WheatonIL60189

Mr. Tim Oakley
City Manager
City of Des Plaines
1420 Miner Street/Northwest Highway
Des PlainesIL60016

Mr. Thomas P. Borchert
City Manager
City of Elmhurst
209 North York Street
ElmhurstIL60126-2759

Mr. Jeff Mermuys
City Manager
City of Wood Dale
404 North Wood Dale Road
Wood DaleIL60191

Mr. Joseph E. Block, Jr.
Village Manager
Village of Addison
One Friendship Plaza
AddisonIL60101

Mr. William Dixon
Village Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington HeightsIL60005

Mr. Mike Cassidy
Village Manager
Village of Bensenville
12 S. Center Street
BensenvilleIL60106

Mr. Ray Rummel
Village Manager
Village of Elk Grove Village
901 Wellington Avenue
Elk Grove VillageIL60007

Mr. Evan Teich
Village Administrator
Village of Itasca
550 West Irving Park Road
ItascaIL60143-1795

Mr. Michael E. Janonis
Village Manager
Village of Mount Prospect
50 South Emerson Street
Mt. ProspectIL60056

Mr. Jeffrey O'Dell
Village Administrator
Village of Roselle
31 South Prospect Street
RoselleIL60172-2097

Mr. Jeff Eder
Director of Community Development
Village of Franklin Park
100 W. Belmont Ave.
Franklin Park IL 60131

Mr. Ron Moser
Interim Village Manager
Village of Hanover Park
2121 West Lake Street
Hanover Park IL 60133



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6026

PAT QUINN, GOVERNOR

217-782-9540

August 4, 2011

Ms. Diane M. O'Keefe, P. E.
Deputy Director of Highways
Illinois Dept of Transportation
Division of Highways/ Region 1/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Ms. O'Keefe:

Thank you for the invitation to be a Participating Agency in the Environmental Impact Statement (EIS) for the Elgin O'Hare-West Bypass (EOWB) project.

Illinois Environmental Protection Agency would like to be a Participating Agency. Further correspondence may be directed to: Illinois Environmental Protection Agency, Attn: Sherrie Elzinga, Office of the Director (MC 1), 1021 North Grand Ave. East, P O Box 19276, Springfield, IL 62794-9276.

Sincerely,

Lisa Bonnett
Interim Director



*The Illinois Tollway
2700 Ogden Avenue
Downers Grove, Illinois 60515-1703
Phone: 630/241-6800
Fax: 630/241-6100
TTY: 630/241-6898*

November 10, 2011

Norman R. Stoner, P.E.
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

RE: Elgin O'Hare-West Bypass Lead Agency Participation

Dear Mr. Stoner:

Thank you for your October 19, 2011 letter requesting that the Illinois Tollway (Tollway) becomes a joint lead agency for the National Environmental Policy Act (NEPA) process for the Elgin O'Hare West Bypass project. The Tollway agrees to be a joint lead agency and will continue to work with the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA) and Illinois Department of Transportation (IDOT) to obtain a Record of Decision.

The Tollway and IDOT are in the process of developing a Memorandum of Understanding between the two agencies to outline how we will jointly proceed with this project with IDOT continuing to lead the NEPA process. As you are aware, the Tollway Board recently adopted the Move Illinois capital program which includes \$3.1-billion for the Elgin O'Hare West Bypass project. The current plan is to begin implementing the \$3.4-billion Initial Construction Phase as soon as 2013. The Tollway is also working with DuPage County, IDOT and local stakeholder communities to address a \$300-million funding gap for the Initial Construction Phase. This gap may be closed in numerous ways including; additional federal, state or local funding, in-kind contributions or identifying opportunities to lower the cost of the Initial Construction Plan while adhering to the overall purpose and need. The Tollway will continue to work with FHWA, FAA, IDOT and the stakeholder groups to advance this project.

Additionally, the Tollway will be seeking FHWA approval of a Section 129 Agreement in the near future to allow addition of tolls on the existing Elgin O'Hare Expressway. Tolling the existing roadway is necessary for the financial viability of the entire project and the Tollway will be seeking your guidance and support in developing a Section 129 Agreement that addresses our mutual needs.

Thank you for continued support of the Tollway's capital plan. I look forward to continued cooperation and commitment to implementing this project of regional and national significance.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kristi Lafleur', with a long horizontal flourish extending to the right.

Kristi Lafleur
Executive Director

Cc: Ms. Amy Hanson, Federal Aviation Administration
Mr. Scott Stitt, Bureau of Design and Environment, IDOT
Ms. Diane O'Keefe, Region 1, IDOT



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

January 31, 2012

Mr. Gregory Kuhs
Executive Director
Wood Dale Park District
111 East Foster Avenue
Wood Dale, IL 60191

Dear Mr. Kuhs:

As you may know, the Illinois Department of Transportation (IDOT) has been studying improvements to Thorndale Avenue and its cross-streets as part of the Elgin O'Hare–West Bypass (EO-WB) project since Fall 2007. The purpose of this letter is to request your review of the planned scope of work on Wood Dale Park District property, specifically the regrading of the entrance to Salt Creek Golf Course. After considering the proposed action, we request your concurrence that the temporary easement required on Wood Dale Park District property would have no adverse impacts or interference with park activities. An engineering drawing that covers the subject area is enclosed.

The EO-WB project includes improvements along Prospect Avenue. To better blend the profiles of the entrance to the Salt Creek Golf Club and the new pavement on Prospect Avenue, IDOT proposes to regrade the entrance to the golf club. Proposed fee simple right-of-way acquisition is not necessary; rather, a temporary easement would be obtained during construction. Access to the golf club will remain open during construction.

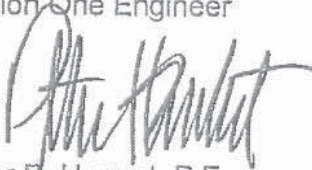
We would like your concurrence that the temporary easement required to match the profile of the Salt Creek Golf Course driveway with that of Prospect Avenue would not result in adverse impacts or interference with park activities. Please return a copy of the enclosed concurrence sheet with your response at your earliest convenience. A second copy of this letter and concurrence sheet along with a self-addressed/stamped envelope for returning the signed copy to us is also enclosed.

Mr. Gregory Kuhs
January 31, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Enclosures

cc: Annunziato Pulice, Mayor
Jeffrey Mermuys, City Manager

Project: Elgin O'Hare – West Bypass

Concur with the Illinois Department of Transportation that regrading the entrance to the Salt Creek Golf Club is of temporary duration on Wood Dale Park District property and that there are no adverse impacts to or interference with the operations of the Salt Creek Golf Club during construction.

* Concur: YES (please see request below)

Do not Concur:

Signature:



Title: Executive Director

Date: February 10, 2012

*

Wood Dale Park District respectfully requests that the re-grading of the entrance to Salt Creek Golf Club and any other construction activities that may affect customers entering or leaving the Salt Creek Golf Course be scheduled and completed between November 1 and April 1.

Re-grading and construction work near the entrance to Salt Creek during this period of time would have less of an impact or interference with the operations of Salt Creek Golf Club.

Please confirm that this request can be honored. Thank you.

Sincerely,

Greg Kuhs
Executive Director
Wood Dale Park District



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

BUREAU OF PROGRAMMING
RECEIVED

FEB - 8 2012

DISTRICT #1

Project and Environmental Studies
Elgin O'Hare-West Bypass
Cook and DuPage Counties

February 7, 2012

Mr. Ross Klicker
Planning and Economic Development Coordinator
City of Wood Dale
Community Development Department
404 North Wood Dale Road
Wood Dale, IL 60191

Dear Mr. Klicker:

This letter is a follow up to your September 30, 2011 phone conversation with Aimee King, of CH2M HILL, regarding the potential temporary rerouting of the Salt Creek Greenway Trail along Mittel Boulevard/Mittel Drive as part of the Elgin O'Hare-West Bypass project. After considering the proposed action, we request your concurrence that the temporary rerouting of the trail, if necessary, would not result in an adverse impact or interference with the trail. A sheet for indicating concurrence is enclosed.

As Ms. King mentioned, improvements are proposed along Mittel Boulevard/Mittel Drive in addition to the Elgin O'Hare Expressway extension over Mittel Boulevard/Mittel Drive. During most of the construction period, it is anticipated that the trail will be open in its existing location or will be rerouted to the opposite side of the street. However, for safety or logistical reasons, the trail may need to be rerouted to adjacent roadways (e.g., Wood Dale Road) for short periods of time. The existing bike path and potential detour route are shown on the attached exhibit. Any rerouting of the trail would occur for a period less than the duration of construction. The trail is expected to remain in operation throughout the construction period either in its existing location, along the opposite side of the street, or along the detour route. Following construction, the Salt Creek Greenway Trail would be improved as a continuous trail via grade separation from the roadway.

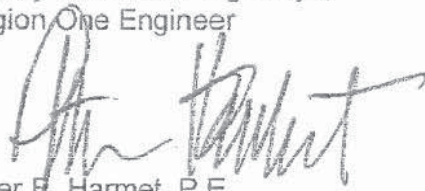
Mr. Ross Klicker
February 7, 2012
Page 2

We request your concurrence that the proposed action would not result in adverse impacts or interference with the trail. Please return a copy of the enclosed concurrence sheet with your response at your earliest convenience. A second copy of the letter and concurrence sheet along with a self-addressed/stamped envelope for returning the signed copy to us is also enclosed.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: Nunzio Pulice, Mayor
Jeffrey Mermuys, City Manager

Project: Elgin O'Hare – West Bypass

Concur with the Illinois Department of Transportation that the temporary involvement with the Salt Creek Greenway Trail along Mittel Boulevard/Mittel Drive would not result in an adverse impact or interference with the trail.

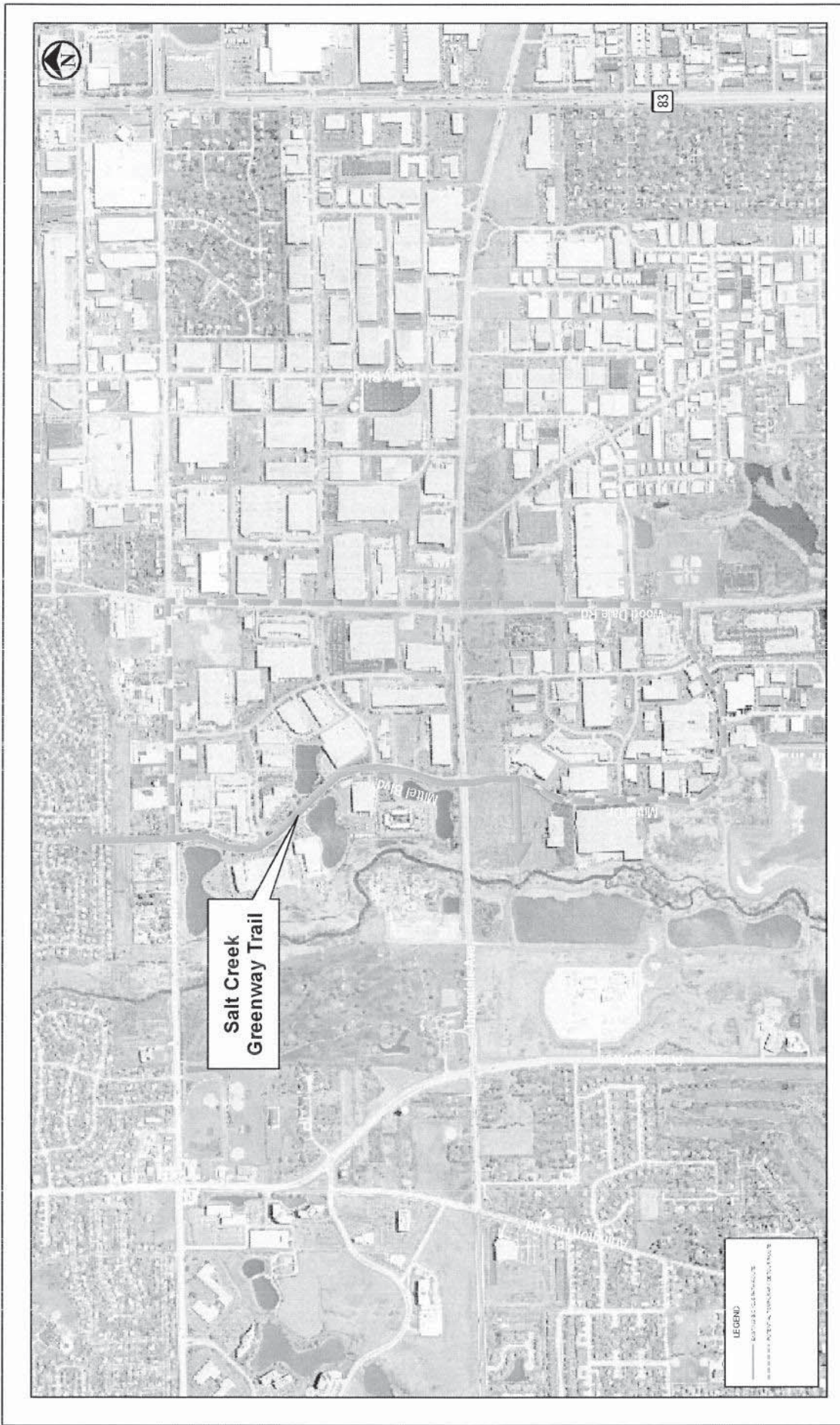
Concur: X

Do not Concur: _____

Signature: *Rose Kline*

Title: Planning/Economic Development Coordinator

Date: 2-7-12



Elgin O'Hare - West Bypass Project
Potential Temporary Salt Creek Greenway Trail Detour Route



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Elgin O'Hare-West Bypass
Cook and DuPage Counties

February 7, 2012

Mr. Richard Bascomb
Senior Transportation Planner
Village of Schaumburg
Department of Transportation
101 Schaumburg Court
Schaumburg, IL 60193

Dear Mr. Bascomb:

This letter is a follow up to your September 30, 2011 phone conversation with Aimee King, of CH2M HILL, regarding the potential temporary rerouting of the Schaumburg Bike Paths along Springinsguth Road and Wright Boulevard during the construction of the Elgin O'Hare-West Bypass project. After considering the proposed action, we request your concurrence that the temporary rerouting of the bike paths, if necessary, would have no adverse impact or interference with the bike paths. A sheet for indicating concurrence is enclosed.

As Ms. King mentioned, improvements are proposed along Springinsguth Road and Wright Boulevard as well as along the portion of the Elgin O'Hare Expressway that extends over the two roadways. During most of the construction period, it is anticipated that the bike paths will be open in their existing locations or will be rerouted to the opposite side of the street. However, for safety or logistical reasons, the bike paths may need to be temporarily rerouted to adjacent roadways such as those discussed during your conversation with Ms. King (e.g., Wise Road, Rodenburg Road) for short periods of time. The existing bike paths and potential detour routes are shown on the attached exhibit.

Mr. Richard Bascomb
February 7, 2012
Page 2

Any rerouting of the bike paths would occur for a period less than the duration of construction. The bike paths are expected to remain in operation throughout the construction period either in their existing location, along the opposite side of the street, or along the detour routes. Following construction, the Schaumburg bicycle path along Springinsguth Road would be reinstated in its current location and the path along Wright Boulevard would be improved as a continuous bike path separate from the roadway.

We request your concurrence that the proposed action would not result in adverse impacts or interference with the bike paths. Please return a copy of the enclosed concurrence sheet with your response at your earliest convenience. A second copy of the letter and concurrence sheet along with a self-addressed/stamped envelope for returning the signed copy to us is also enclosed.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: Al Larson, Village President
June Johnson, Director of Transportation

Project: Elgin O'Hare – West Bypass

Concur with the Illinois Department of Transportation that the temporary involvement with the Schaumburg Bike Paths along Springinsguth Road and Wright Boulevard would not result in an adverse impact or interference with the bike paths.

Concur: ☒

Do not Concur: ☐

Signature: 

Title: Asst. Village Mgr.

Date: 2/9/12



Elgin O'Hare - West Bypass Project
Potential Temporary Schaumburg Bike Path Detour Routes





Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

February 23, 2012

Ms. Julie Fitzgerald
Community Development Director
Village of Schaumburg
101 Schaumburg Court
Schaumburg, Illinois 60193

Dear Ms. Fitzgerald:

The Illinois Department of Transportation (IDOT) and the Illinois Tollway are nearing completion of preliminary engineering and environmental studies (Phase I) for the Elgin O'Hare – West Bypass (EO-WB) project, which began in the Fall of 2007. IDOT, along with the Illinois Tollway, are proposing improvements along the existing Elgin O'Hare Expressway/Thorndale Avenue corridor and construction of a new Bypass corridor on the west side of O'Hare Airport. The Illinois Tollway will be the implementing agency for the construction of the proposed improvements. This project is included in the Illinois Tollway's 2012 to 2026 capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*.

As part of the environmental studies, traffic noise levels after construction of the proposed improvements were predicted for design year 2040 at locations along the project corridor, including undeveloped lands. The predicted traffic noise levels on undeveloped land in your community are included as an attachment to this letter (see Table 2) for your consideration.

Future traffic noise levels near the proposed roadway improvements were predicted in accordance with the latest Federal Highway Administration's (FHWA)-approved Traffic Noise Model (TNM2.5). IDOT considers a traffic noise impact to occur when levels approach or exceed the FHWA Noise Abatement Criteria (NAC). See Table 1 (attached) for a description of FHWA's NACs. The predicted future traffic noise levels are provided to help determine the appropriateness of noise levels for different land uses. In order to aid future development of the site, the approximate distance from the existing centerline to where the future noise levels are predicted to approach NAC levels for Activity Categories B, C, and E were identified as shown in Table 2.

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels and planned development.

Ms. Julie Fitzgerald
February 23, 2012
Page 2


To help with your future planning and discernment regarding permitting and development decisions, we encourage you to obtain the FHWA publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:
http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quietzone.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at <http://www.dot.il.gov/>. Click on the "Environment" link and then click on the "Traffic Noise" link to access this information.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachments

cc: June Johnson, Director of Transportation

TABLE 1
Noise Abatement Criteria
Hourly A-Weighted Sound Level-decibels (dB[A])

Activity Category	L _{eq} (h) ^a	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--- ^b	--- ^b	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--- ^c	--- ^c	Undeveloped lands that are not permitted.

Source: Title 23 Code of Federal Regulations (23 CFR Part 772)

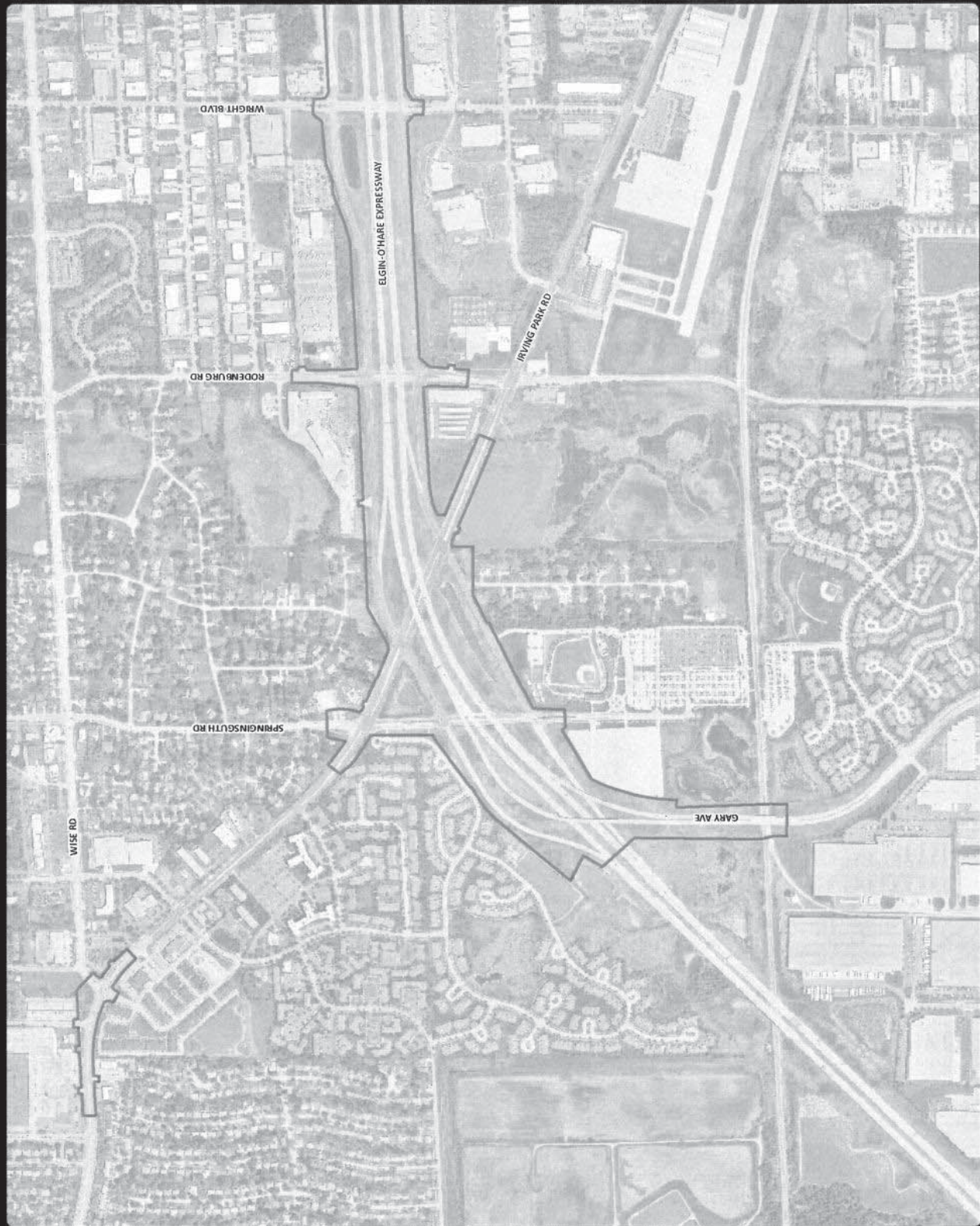
Note: The NAC are noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., within 1 decibel] or exceed the NAC, or when the predicted traffic noise levels are substantially higher [i.e., more than 14 decibels greater] than the existing noise level.)

^a L_{eq} = Equivalent sound level

^b No noise analysis is required for these locations.

^c There are no NAC for undeveloped lands.

TABLE 2 Undeveloped Lands and Distance to NAC under Future Build Condition	
Approximate Distance from Existing Centerline to NAC Approach Leq (66 dB[A]) for Activity Categories B and C	Approximate Distance from Existing Centerline to NAC Approach Leq (71 dB[A]) for Activity Category E
133 feet from the Irving Park Road centerline	60 feet from the Irving Park Road centerline



LEGEND

- Undeveloped Land
- Project Corridor

Source:
- Aerial photography: City of Chicago, 2009



**Elgin O'Hare-West
Bypass Project**
Undeveloped Noise Levels



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

February 23, 2012

Mr. Patrick Watkins
Director of Community Development
Village of Roselle
31 South Prospect Street
Roselle, IL 60172

Dear Mr. Watkins:

The Illinois Department of Transportation (IDOT) and the Illinois Tollway are nearing completion of preliminary engineering and environmental studies (Phase I) for the Elgin O'Hare – West Bypass (EO-WB) project, which began in the Fall of 2007. IDOT, along with the Illinois Tollway, are proposing improvements along the existing Elgin-O'Hare Expressway/Thorndale Avenue corridor and construction of a new Bypass corridor on the west side of O'Hare Airport. The Illinois Tollway will be the implementing agency for the construction of the proposed improvements. This project is included in the Illinois Tollway's 2012 to 2026 capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*.

As part of the environmental studies, traffic noise levels after construction of the proposed improvements were predicted for design year 2040 at locations along the project corridor, including undeveloped lands. The predicted traffic noise levels on undeveloped land in your community are included as an attachment to this letter (see Table 2) for your consideration.

Future traffic noise levels near the proposed roadway improvements were predicted in accordance with the latest Federal Highway Administration's (FHWA)-approved Traffic Noise Model (TNM2.5). IDOT considers a traffic noise impact to occur when levels approach or exceed the FHWA Noise Abatement Criteria (NAC). See Table 1 (attached) for a description of FHWA's NACs. The predicted future traffic noise levels are provided to help determine the appropriateness of noise levels for different land uses. In order to aid future development of the site, the approximate distance from the existing centerline to where the future noise levels are predicted to approach NAC levels for Activity Categories B, C, and E were identified as shown in Table 2.

Mr. Patrick Watkins
February 23, 2012
Page 2

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels and planned development.

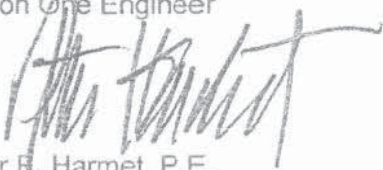
To help with your future planning and discernment regarding permitting and development decisions, we encourage you to obtain the FHWA publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:
http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quitezon.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at <http://www.dot.il.gov/>. Click on the "Environment" link and then click on the "Traffic Noise" link to access this information.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Peter B. Harnet, P.E.
Bureau Chief of Programming

Attachments

cc: Bob Zimmerer, Planner

TABLE 1
Noise Abatement Criteria
Hourly A-Weighted Sound Level-decibels (dB[A])

Activity Category	$L_{eq}(h)$ ^a	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--- ^b	--- ^b	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--- ^c	--- ^c	Undeveloped lands that are not permitted.

Source: Title 23 Code of Federal Regulations (23 CFR Part 772)

Note: The NAC are noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., within 1 decibel] or exceed the NAC, or when the predicted traffic noise levels are substantially higher [i.e., more than 14 decibels greater] than the existing noise level.)

^a L_{eq} = Equivalent sound level

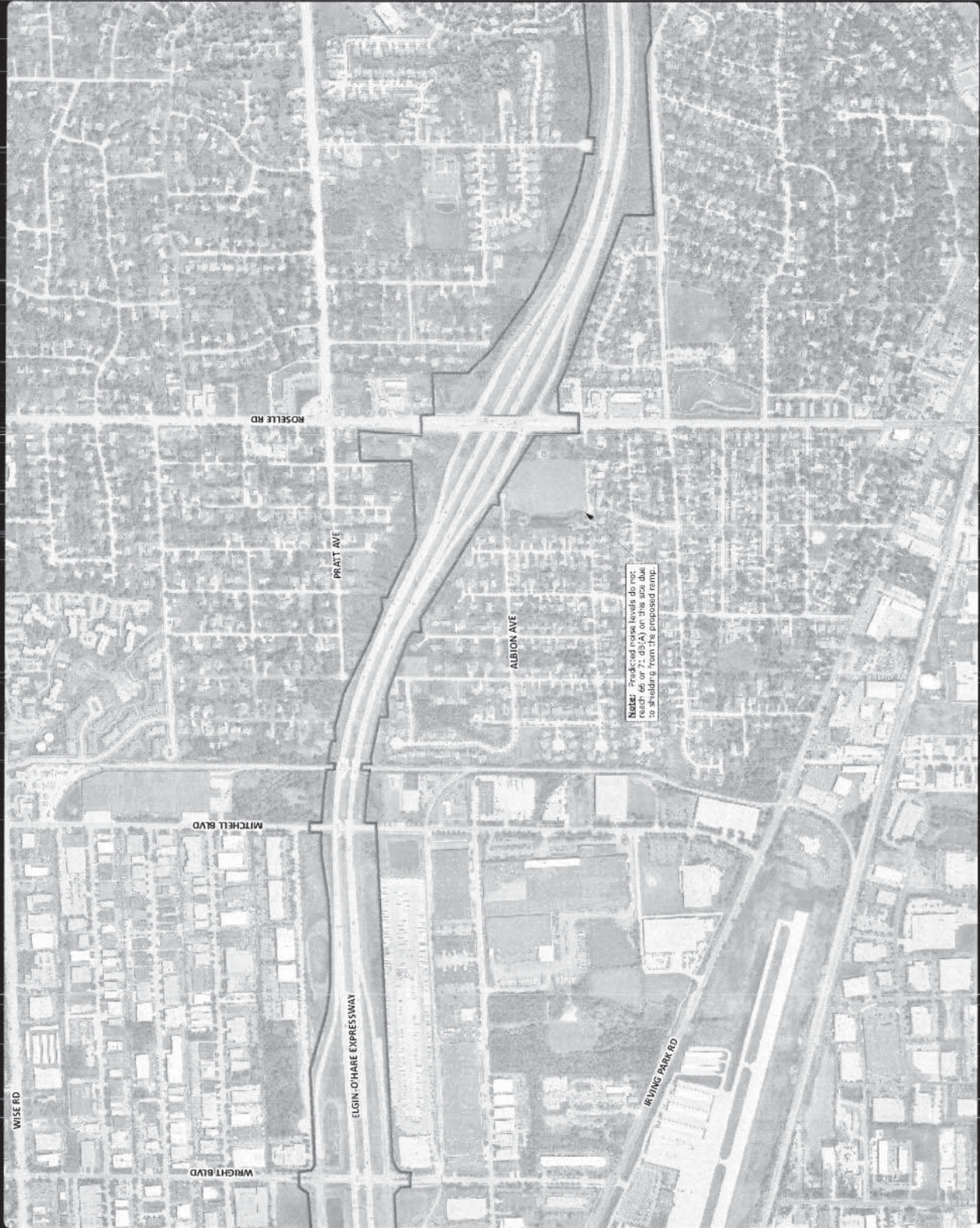
^b No noise analysis is required for these locations.

^c There are no NAC for undeveloped lands.

TABLE 2
Undeveloped Lands and Distance to NAC under Future Build Condition

Approximate Distance from Existing Centerline to NAC Approach Leq (66 dB[A]) for Activity Categories B and C	Approximate Distance from Existing Centerline to NAC Approach Leq (71 dB[A]) for Activity Category E
--	--

Predicted noise levels do not reach 66 or 71 dB(A) on this site due to shielding effects from the proposed ramp.



LEGEND

Undeveloped Land

Project Corridor

Source:
- Aerial photography, City of Chicago, 2009



**Elgin O'Hare-West
Bypass Project**

Undeveloped Noise Levels



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

February 23, 2012

Mr. Herman Brewer
Director of Planning and Development
Cook County
69 W. Washington, Suite 900
Chicago, Illinois 60602

Dear Mr. Brewer:

The Illinois Department of Transportation (IDOT) and the Illinois Tollway are nearing completion of preliminary engineering and environmental studies (Phase I) for the Elgin O'Hare – West Bypass (EO-WB) project, which began in the fall of 2007. IDOT, along with the Illinois Tollway, are proposing improvements along the existing Elgin O'Hare Expressway/Thorndale Avenue corridor and construction of a new Bypass corridor on the west side of O'Hare Airport. The Illinois Tollway will be the implementing agency for the construction of the proposed improvements. This project is included in the Illinois Tollway's 2012 to 2026 capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*.

As part of the environmental studies, traffic noise levels after construction of the proposed improvements were predicted for design year 2040 at locations along the project corridor, including undeveloped lands. The predicted traffic noise levels on undeveloped land within unincorporated Cook County are included as an attachment to this letter (see Table 2) for your consideration.

Future traffic noise levels near the proposed roadway improvements were predicted in accordance with the latest Federal Highway Administration's (FHWA)-approved Traffic Noise Model (TNM2.5). IDOT considers a traffic noise impact to occur when levels approach or exceed the FHWA Noise Abatement Criteria (NAC). See Table 1 (attached) for a description of FHWA's NACs. The predicted future traffic noise levels are provided to help determine the appropriateness of noise levels for different land uses. In order to aid future development of the site, the approximate distance from the existing centerline to where the future noise levels are predicted to approach NAC levels for Activity Categories B, C, and E were identified as shown in Table 2.

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels and planned development.

Mr. Herman Brewer
February 23, 2012
Page 2

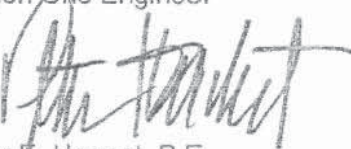
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http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quietzon.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at <http://www.dot.il.gov/>. Click on the "Environment" link and then click on the "Traffic Noise" link to access this information.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachments

cc: John J. Beissel, P.E., Assistant Superintendent of Highways

TABLE 1
Noise Abatement Criteria
Hourly A-Weighted Sound Level-decibels (dB[A])

Activity Category	$L_{eq}(h)$ ^a	Evaluation Location	Activity Description
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B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--- ^b	--- ^b	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--- ^c	--- ^c	Undeveloped lands that are not permitted.

Source: Title 23 Code of Federal Regulations (23 CFR Part 772)

Note: The NAC are noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., within 1 decibel] or exceed the NAC, or when the predicted traffic noise levels are substantially higher [i.e., more than 14 decibels greater] than the existing noise level.)

^a L_{eq} = Equivalent sound level

^b No noise analysis is required for these locations.

^c There are no NAC for undeveloped lands.

TABLE 2
Undeveloped Lands and Distance to NAC under Future Build Condition

Approximate Distance from Existing Centerline to NAC Approach Leq (66 dB[A]) for Activity Categories B and C	Approximate Distance from Existing Centerline to NAC Approach Leq (71 dB[A]) for Activity Category E
175 feet from the Roselle Road centerline; 415 feet from the Elgin-O'Hare Expressway centerline	75 feet from the Roselle Road centerline; 270 feet from the Elgin-O'Hare Expressway centerline



LEGEND

- Undeveloped Land
- Project Corridor

Source:
- Aerial photography: City of Chicago, 2009



Elgin O'Hare-West Bypass Project Undeveloped Noise Levels



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 8, 2012

Mr. Pete E. Harmet
Bureau Chief, Programming
IDOT District 1
201 W. Center Court
Schaumburg, IL 60196

via email attachment (.pdf)

Re: Status of Elgin O'Hare-West Bypass Preliminary Environmental Site Assessment (PESA) reports

Dear Mr. Harmet:

The IDOT Bureau of Design and Environment (BDE), Geologic and Waste Assessment Unit has completed review of the Elgin O'Hare-West Bypass PESA reports completed by CH2M Hill and received by BDE between February 4, 2010 and February 2012. The PESAs were created in support of the draft EIS. This letter provides a listing of the reports and BDE's review status.

The size of the EO-WB project corridor is large, approximately 27 miles, so the corridor was originally divided into six separate geographic areas called Volumes that covered the entire project corridor.

Status of original six PESA report Volumes

- Volume 1 – Final report is dated June 10, 2010.
- Volume 2 – Final report is dated January 31, 2012
- Volume 2A – Final report is dated December 22, 2011.
- Volume 3 – Final report is dated January 31, 2012
- Volume 4 – Final report is dated December 22, 2011.
- Volume 5 – Final report is dated February 24, 2012.

Due to design modifications, addendum PESA reports were necessary to accommodate changes to the project limits.

Status of five addendum PESA report Volumes

- Volume 1 Addendum – Draft report is dated January 31, 2012 and is considered final.
- Volume 2 Addendum – Draft report is dated January 31, 2012 and is considered final.
- Volume 2A Addendum – Draft report is dated January 31, 2012 and is considered final.

- Volume 3 Addendum – Draft report is dated January 31, 2012 and is considered final.
- Volume 4 Addendum – Draft report is dated January 31, 2012 and is considered final.

This letter serves as IDOT BDE's acceptance of the six original and five addendum PESA volumes, as listed above.

Should you have any questions, please contact me (217/558-4653).

Sincerely,

James R. Curtis

James R. Curtis
Chief, Geologic and Waste Assessment Unit

cc: Walt Zyznieuski/IDOT
Sam Mead/IDOT
Ron Krall/IDOT



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 24, 2012

Mr. Patrick Malone
Illinois Department of Natural Resources
Division of Resource Review and Coordination
One Natural Resources Way
Springfield, Illinois 62702-1271

CONCUR
By *[Signature]*
Division of Impact Analysis
IWA IDRR 8-8-12

RE: Elgin O'Hare West Bypass EIS
Job No. P-91-443-06 (Seq. 15237, 15237A, 15237B, and 15237C)
City of Chicago
Cook and DuPage Counties

Dear Mr. Malone:

The purpose of this letter is to coordinate wetland impacts for the above project. Due to portions of this project being on new alignment, it is being processed as a Standard Review Action, in accordance with the IDOT Wetlands Action Plan, and thus coordinated with your office. Some coordination with IDNR, USFWS, and USACOE has occurred previously with respect to wetlands. Wetland delineations are attached.

A total of 23.7 acres of wetlands shall be impacted, as well as 2.45 ac of WOUS impacts. Please see attached table for details of wetland impacts and mitigation. (Please note that WOUS Site 6W impacts have changed from 0.12 to 0.14 ac per email and revised WIE plan sheets received July 10, 2012 from District One.)

Wetland mitigation is proposed at locations within the Des Plaines River Watershed (i.e., Hydrologic Unit Code # 07120004). Potential mitigation sites are currently under review by federal and state resource agencies. Final mitigation site selection will be made later in coordination with these agencies.

The mitigation ratio for off-site in-basin mitigation is 2:1 for a Standard Action and 4:1 for individual wetlands with impacts greater than 0.5 acre. Thus, Wetland Sites 27, 49, 50, 64, 71, 84, 134, 140, 142, 152, 164, 178, 181, 187, and 189 shall be mitigated at a 4:1 ratio, since impacts to each of those wetlands exceeds 0.5 ac. Mitigation acreage for in-basin off-site mitigation is thus 80.62 acres.

In the event that off-site in-basin mitigation is unavailable, the mitigation ratio for off-site out-of-basin mitigation is 3:1 for a Standard Action and 5.5:1 for individual wetlands with impacts greater than 0.5 acre. Thus, Wetland Sites 27, 49, 50, 64, 71, 84, 134, 140, 142, 152, 164, 178, 181, 187, and 189 shall be mitigated at a 5.5:1 ratio, since impacts to each of those wetlands exceeds 0.5 ac. Mitigation acreage for in-basin off-site mitigation is thus 112.62 acres.

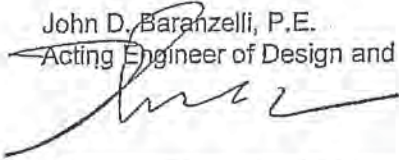
For your information, impacts to other WOUS (i.e., streams) total 2.45 acres. IDOT will compensate for the loss of these waters with approximately 3.68 acres of replacement wetlands, at a mitigation ratio of 1.5:1.0.

RECEIVED
AUG 09 2012
ENVIRONMENT
SECTION

We request your concurrence on the wetland delineations, unavoidable wetland impacts, and the concepts outlined above for mitigation. When the mitigation plan is available, it shall be coordinated with you at that time for your concurrence. If there are questions, please call Susan Hargrove at 217/785-0150.

Sincerely,

John D. Baranzelli, P.E.
Acting Engineer of Design and Environment



By:
Thomas C. Brooks
Natural Resources Unit Chief

Attachments



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 9, 2012

Mr. Pete E. Harmet
Bureau Chief, Programming
IDOT District 1
201 W. Center Court
Schaumburg, IL 60196

via email attachment (.pdf)

Re: Status of Elgin O'Hare-West Bypass PESA Validation Report

Dear Mr. Harmet:

The Preliminary Environmental Site Assessment (PESA) reports performed by CH2M HILL for the Illinois Department of Transportation (IDOT) were submitted to IDOT between June 10, 2010 and February 24, 2012. The final PESA reports were approved by IDOT on March 8, 2012 via email/letter. IDOT informed CH2M HILL on August 29, 2012 that the data used to prepare the PESA reports for the Elgin O'Hare - West Bypass project is due for "validation" by mid-September. Therefore, according to IDOT policy (Bureau of Design and Environment Manual [BDE], Chapter 27, Environmental Surveys), the PESA reports required an update or validation. The validation is necessary before the agency will agree to be a signatory on the Final Environmental Impact Statement (FEIS).

For purposes of this effort, "validation" is described in the Scope of Work section of CH2M HILL's Technical Memorandum dated September 28, 2012. IDOT accepted the validation technical approach on October 2, 2012 via memorandum. The validation confirms the PESA information for an additional six months, which will carry through the signing of the Final EIS, Record of Decision (ROD), and receipt of Design Approval, based upon the current NEPA schedule. The completion of those actions signals the completion of the Phase I/NEPA process and IDOT's formal involvement in the project.

IDOT BDE, Geologic and Waste Assessment Unit, has completed review of the Elgin O'Hare-West Bypass PESA validation report received via email attachment on September 28, 2012. This letter serves as IDOT BDE's acceptance of the PESA Volumes 1 through 5 and five associated PESA Addendum reports.

Should you have any questions, please contact me at 217/558-4653.

Sincerely,

James R. Curtis

James R. Curtis
Chief, Geologic and Waste Assessment Unit

cc: Walt Zyznieuski/IDOT, Sam Mead/IDOT, Ron Krall/IDOT



CITY OF NORTHLAKE
OFFICE OF THE MAYOR
NORTHLAKE, 60164

JEFFREY T. SHERWIN
MAYOR

July 13, 2011

Illinois Department of Transportation
Attn: Diane O'Keefe
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Ms. O'Keefe:

The City Of Northlake accepts your invitation to be a Participating Agency in the development of the EOWB Project.

Please feel free to contact me if you need any additional information.

Yours truly,

Jeffrey T. Sherwin
Mayor

JTS:enb

PETER J. ROSKAM

6TH DISTRICT, ILLINOIS

DEPUTY WHIP

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEES

OVERSIGHT

INCOME SECURITY AND FAMILY SUPPORT

SELECT REVENUE MEASURES



Congress of the United States

House of Representatives

Washington, DC 20515-1306

507 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4561
(202) 225-1166 FAX

150 S. BLOOMINGDALE ROAD
SUITE 200
BLOOMINGDALE, IL 60108
(630) 893-9670
(630) 893-9735 FAX

www.roskam.house.gov

June 22, 2010

Deputy Director Diane O'Keefe
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Deputy Director O'Keefe,

In recent months I have had the opportunity to meet with the municipalities that are involved with the Elgin O'Hare West Bypass project. As you may be aware, the majority of this project lies within the boundaries of my Congressional district. As a result of our meetings the municipalities authored a resolution which I fully support that requests IDOT to continue the tier two process in constructing "Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process."

The following communities assisted in both authoring the resolution as well as passing the agreed upon resolution through each of their governing boards:

- Village of Addison
- Village of Bloomingdale
- City of Des Plaines
- Elk Grove Village
- City of Elmhurst
- Village of Franklin Park
- Village of Hanover Park
- Village of Itasca
- Village of Roselle
- Village of Schaumburg
- City of Wood Dale
- Elk Grove Township

Since that time we have witnessed overwhelming support for this resolution, and resolutions were also received by my office from the following:

- Cook County
- DuPage County

- DuPage Mayors and Managers Conference (represents 33 communities in the West Suburbs)
- Northwest Municipal Conference (represents 45 communities in the Northwest Suburbs)
- West Central Municipal Conference (represents 41 communities in the West Suburbs)
- Elk Grove Chamber of Commerce (represents over 150 businesses)
- Roselle Chamber of Commerce and Industry (represents over 150 businesses)
- Greater O'Hare Association

Enclosed, please find copies of resolutions from each of the listed supporting entities.

If I can provide any further insight or assistance regarding the Elgin-O'Hare West Bypass project, please contact my District Representative, Kitty Weiner, in my district office via phone at 630-893-9670 or via e-mail at kitty.weiner@mail.house.gov.

Very truly yours,



Peter J. Roskam
Member of Congress

Congressman Peter J. Roskam - Letter Dated June 23, 2010

Distribution list in its entirety

Letter with attachments

The Honorable Pat Quinn
Governor of the State of Illinois

Secretary Ray LaHood
U.S. Department of Transportation

Congressman Daniel Lipinski
Illinois' 3rd Congressional District

Chairperson Paula Wolff
Illinois Tollway Board of Directors

Deputy Director Diane O'Keefe
Illinois Department of Transportation

Letter only

Mayor Lorenz Hartwig
Village of Addison

Mayor Kenneth Johnson
City of Wood Dale

President Robert Iden
Village of Bloomingdale

President Nancy Vanderweel
Elk Grove Township

Mayor Martin J. Moylan
City of Des Plaines

Board President Todd Stroger
Cook County

Mayor Craig Johnson
Elk Grove Village

Board Chairman Robert J. Schillerstrom
DuPage County

Mayor Peter DiCianni
City of Elmhurst

President David Brummel
DuPage Mayors and Managers Conference

Mayor Barrett Pedersen
Village of Franklin Park

President Jerry Tully
Northwest Municipal Conference

President Rodney S. Craig
Village of Hanover Park

President Marilyn May
West Central Municipal Conference

Mayor Jeff Pruyn
Village of Itasca

President Shirianne Lemm
Elk Grove Chamber of Commerce/
Greater O'Hare Association

Mayor Gayle Smolinski
Village of Roselle

Executive Director Gail Croson
Roselle Chamber of Commerce and Industry

Mayor Al Larson
Village of Schaumburg

State Senator Dan Cronin
Illinois' 21st Senate District

State Representative Bob Biggins
Illinois' 41st Representative District

State Senator Michael Noland
Illinois' 22nd Senate District

State Representative Fred Crespo
Illinois' 44th Representative District

State Senator Carol Pankau
Illinois' 23rd Senate District

State Representative Franco Coladipietro
Illinois' 45th Representative District

State Senator John Millner
Illinois' 28th Senate District

State Representative Dennis Reboletti
Illinois' 46th Representative District

State Senator Susan Garrett
Illinois' 29th Senate District

State Representative Harry R. Ramey, Jr.
Illinois' 55th Representative District

State Senator Dan Kotowski
Illinois' 33rd Senate District

State Representative Paul D. Froehlich
Illinois' 56th Representative District

State Senator Don Harmon
Illinois' 39th Senate District

State Representative Elaine Nekritz
Illinois' 57th Representative District

State Representative Rosemary Mulligan
Illinois' 65th Representative District

State Representative Mark L. Walker
Illinois' 66th Representative District

State Representative Angelo "Skip" Saviano
Illinois' 77th Representative District

RESOLUTION R-10- 09

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSFORMATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE
WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D, and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF ADDISON, DU PAGE COUNTY, ILLINOIS, AS FOLLOWS:

SECTION ONE: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, and attached here as Exhibit "A".

SECTION TWO: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

SECTION THREE: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

SECTION FOUR: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

SECTION FIVE: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation, and each of the Directors of the Illinois State Toll Highway Authority.

SECTION SIX: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

PASSED THIS 15th day of March 2010.

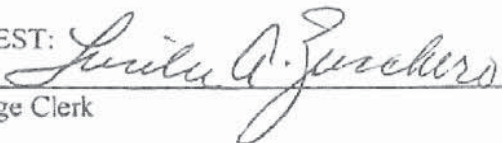
Ayes: Trustees Hundley, Loyne, Lynch, Mc Nemott, Theodore & Keenstra

Nays: None

Absent: Mayor Hartwig

APPROVED THIS 15th day of March 2010.


Deputy Mayor

ATTEST: 
Village Clerk

RESOLUTION NO. 2010-R-04

**A RESOLUTION SUPPORTING THE COMPLETE
CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D"
AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS
AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER
ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF BLOOMINGDALE, DU PAGE, ILLINOIS, a home rule municipality in the exercise of its home rule powers, as follows:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203, Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

ADOPTED this 8th day of March, 2010.

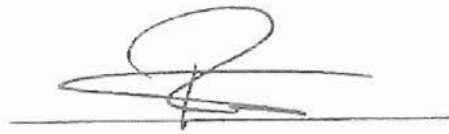
AYES: Trustees Gebis, Bolen, King, Von Huben, Dolce and Czernek

NAYS: None

ABSENT: None

ABSTAIN: None

APPROVED this 8th day of March, 2010.

A handwritten signature in black ink, appearing to read 'Robert G. Iden', written over a horizontal line.

Robert G. Iden, Village President

Attest:

A handwritten signature in black ink, appearing to read 'Susan L. Bartucci', written over a horizontal line.

Susan L. Bartucci, Village Clerk

CITY OF DES PLAINES

RESOLUTION R - 36 - 10

A RESOLUTION SUPPORTING THE COMPLETE
CONSTRUCTION OF TRANSPORTATION "BUILD
ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS
PART OF THE ILLINOIS DEPARTMENT OF
TRANSPORTATION TIER ONE STUDY OF THE ELGIN-
O'HARE WEST BYPASS.

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Records of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may

be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Des Plaines, County of Cook, Illinois in the exercise of its home rule powers, as follows:

SECTION 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto and made a part hereof as Exhibit "A."

SECTION 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Highway Authority partner with them to perform the following:

- Include within their construction plans full interchange access at the locations identified in the Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- Include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- Provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- Provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

SECTION 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- Ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- Foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

SECTION 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

SECTION 5: A copy of this resolution supporting the construction of Build Alternative 203, Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

SECTION 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

PASSED this 5th day of April, 2010.

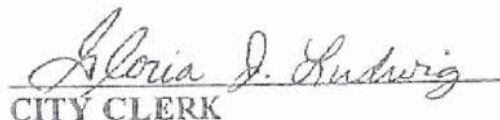
APPROVED this 5th day of April, 2010.

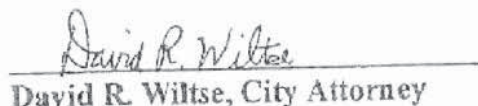
VOTE: AYES 6 NAYS 2 ABSENT 0


MAYOR

ATTEST:

Approved as to form:


CITY CLERK


David R. Wiltse, City Attorney

Legal\Res\2010\Resolution Supporting the Elgin-O'Hare West Bypass

Mayor
CRAIG B. JOHNSON
Village Clerk
JUDITH M. KEEGAN
Village Manager
RAYMOND R. RUMMEL



Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

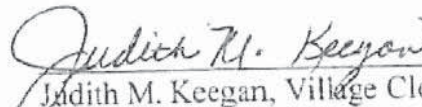
STATE OF ILLINOIS)
) SS
COUNTIES OF COOK AND DU PAGE)

CERTIFICATE OF CLERK

This is to certify that I, Judith M. Keegan, am the Village Clerk of the Village of Elk Grove Village, Cook and DuPage Counties, Illinois, and as such official am the custodian of the records and seal of said Village; and that the attached is a true and correct original of Resolution No. 14-10, passed by the Mayor and Board of Trustees of said Village at a meeting duly held on the 9th day of March 2010, which Resolution No. 14-10 was approved by the Mayor, all as appears from the official records which are in my custody.

Witness my hand and the official seal of said Village of Elk Grove Village this 12th day of March 2010.

(SEAL)


Judith M. Keegan, Village Clerk
Village of Elk Grove Village
Counties of Cook and DuPage, Illinois



RESOLUTION NO. 14-10

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN O'HARE-WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Elk Grove Village in the Counties of Cook and DuPage, Illinois:

Section 1: Location: The impacted communities hereby request that any construction of Elgin O'Hare-West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin O'Hare-West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities; and
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall

immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: 5 NAYS: 0 ABSENT: 1

PASSED this 9th day of March 2010

APPROVED this 9th day of March 2010

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Judith M. Keegan, Village Clerk

Nays: 0

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE
WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

Copies To All
Elected Officials

3-11-10

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Elmhurst, in the Counties of Cook and DuPage, Illinois:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A".

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

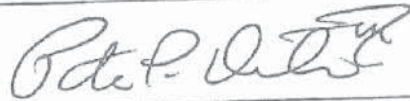
- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

Approved this 15th day of March, 2010



Peter P. DiCianni III, Mayor

Adopted this 15th day
of March, 2010

Ayes: 13 Nays: 0



Patty Spencer, City Clerk

THE VILLAGE OF FRANKLIN PARK
COOK COUNTY, ILLINOIS

RESOLUTION

NUMBER 0910-R-53

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,
ILLINOIS SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTION
"BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY
PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF
TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS**

**BARRETT F. PEDERSEN, Village President
TOMMY THOMSON, Village Clerk**

**JUAN ACEVEDO
PAUL BELLENDIR
TOM BRIMIE
JOHN JOHNSON
CHERYL MCLEAN
ROSE RODRIGUEZ
Trustees**

RESOLUTION NUMBER 0910-R-53

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,
ILLINOIS SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTION
"BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY
PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF
TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS**

WHEREAS, the Village of Franklin Park, Cook County, Illinois (Village) is a duly organized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois, as follows:

Section 1. Incorporation of Recitals. That the above recitals and legislative findings are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

Section 2. Location. The Village and impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto and made a part hereof as Exhibit A.

Section 3. Illinois State Toll Highway Authority. If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- 1) include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- 2) include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- 3) provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- 4) provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 4. Purpose and Need. The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- 1) ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and

- 2) foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 5. The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 6. The Village Clerk is hereby directed to mail a certified copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study to the Governor, Congressman Peter J. Roskam, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 7. If any section, paragraph, clause or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any other provision of this Resolution.

Section 8. All ordinances, resolutions, motions or orders in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 9. This Resolution shall be in full force and effect upon its passage, approval and publication as provided by law.

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PASSED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois this 15th day of March 2010, pursuant to a roll call vote, as follows:

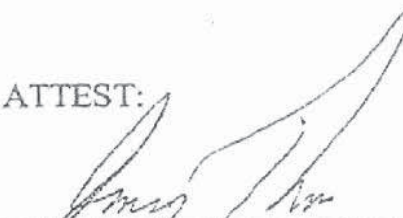
	YES	NO	ABSTAIN	ABSENT	PRESENT
ACEVEDO	X				
BELLENDIR	X				
BRIMIE	X				
JOHNSON	X				
MCLEAN				X	
RODRIGUEZ	X				
PRESIDENT PEDERSEN					
TOTAL	5			1	

APPROVED by the President of the Village of Franklin Park, Cook County, Illinois on this
15th day of March 2010.



BARRETT F. PEDERSEN
VILLAGE PRESIDENT

ATTEST:


 TOMMY THOMSON
 VILLAGE CLERK

Village of Hanover Park

Municipal Building
2121 West Lake Street
Hanover Park, Illinois
60133-4398

Rodney S. Craig
Village President
Eira L. Corral
Village Clerk

630-372-4200
Fax 630-372-4215



STATE OF ILLINOIS)
)
COUNTIES OF COOK)
AND DU PAGE)

I, EIRA L. CORRAL, the Municipal Clerk for the Village of Hanover Park in the Counties of Cook and DuPage, in the State of Illinois, do hereby certify that the following, hereinafter described, is a true and correct copy of the original document which is part of the official records of the Village of Hanover Park:

Resolution No. R-10-05: A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS.

I, hereby subscribed my name as Municipal Clerk and affix the Official Corporate

Seal of the Village of Hanover Park on this 19th day of March, 2010.


Eira L. Corral, Village Clerk

(SEAL)

RESOLUTION NO. R-10-05

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-
O'HARE WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED by the Village President and Board of Trustees of the Village of Hanover Park, in the Counties of Cook and DuPage, Illinois, a home rule unit of local government:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

ADOPTED this 18th day of March, 2010 pursuant to a roll call vote as follows:

Trustees:

AYES: Nicolosi, Zimel, Carter, Cannon, Roberts, Kaiser

NAYS: NONE

ABSENT: NONE

ABSTENTION: NONE

Approved: _____



Village President

Attest: _____



Village Clerk

RESOLUTION NO. 503-10

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Itasca in the County of DuPage, Illinois:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

AYES: Trustees: Aiani, Hower, Latoria, Leahy, Madaras and Santorsola

NAYS: None

ABSENT: None

ABSTAIN: None

APPROVED and ADOPTED by the Village President and Board of Trustees of the Village of Itasca this 2nd day of March, 2010.

APPROVED:


President Jeffrey J. Pruyn

ATTEST:


Village Clerk Melody J. Craven

Resolution #503-10

RESOLUTION NO. 2010-1572

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.


ADOPTED this 8th day of March 2010

AYES: Rhode, Maglio, Wittman, Hochstadt, Sass
NAYS: None
ABSENT: Atkinson



Gayle A. Smolinski, Village President

ATTEST:



Patricia E. Burns, Village Clerk

S:Resolutions/2010/Elgin O'Hare West Bypass

RESOLUTION NO. 2010-1572

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Roselle, in the Counties of Cook and DuPage, Illinois:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program, and;
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.


Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

ADOPTED this 8th day of March 2010


AYES: Rhode, Maglio, Wittman, Hochstadt, Sass

NAYS: None

ABSENT: Atkinson


Gayle A. Smolinski, Village President

ATTEST:


Patricia E. Burns, Village Clerk

S:\Resolutions\2010\Elgin O'Hare West Bypass



VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899
847.895.4500 / TDD 847.923.4435 / FAX 847.895.7806 / WWW.CI.SCHAUMBURG.IL.US

STATE OF ILLINOIS)
)
COUNTY OF COOK) SS
)
COUNTY OF DuPAGE)

I, MARILYN J KARR, Clerk of the Village of Schaumburg, Cook County and DuPage County, Illinois, DO HEREBY CERTIFY that the attached and foregoing is a true and correct copy of

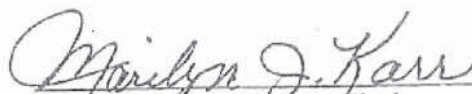
RESOLUTION NO. R-10-040

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS

passed and adopted the 13th day of April, 2010.

I DO FURTHER CERTIFY that the original of which the attached and foregoing is a true and correct copy is now on file in my office.

WITNESS my hand and the corporate seal of the Village of Schaumburg, Illinois this
15th day of April, 2010.


Marilyn J. Karr, Village Clerk
Village of Schaumburg

PROGRESS THROUGH THOUGHTFUL PLANNING

RESOLUTION NO R-10-040

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS**

**NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF SCHAUMBURG**

SECTION 1. LOCATION: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

SECTION 2. ILLINOIS STATE OF TOLL HIGHWAY AUTHORITY: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

SECTION 3: PURPOSE AND NEED The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders; is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

SECTION 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

SECTION 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS

SECTION 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

AYES: (6) Trustees Kozak, Connelly, Sullivan, Curcio, Madej, President Pro-tem Dunham

NAYS: (0) None

ABSENT: (0) None

PASSED AND APPROVED this 13th day of April, 2010.


Village President
Pro-tem

ATTEST:


Village Clerk

APPROVED AS TO FORM:


Assistant Village Attorney

MAP



S:\Transportation\
Norma E\RESOLTN\S\

RESOLUTION NO. R-10-06

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE
WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Wood Dale, in the County of DuPage, Illinois:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the

Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.


AYES: Aldermen Kadala, Kolz, Lewitan, Pulice, Shawke, E. Wesley, R. Wesley, and Winger

NAYS: None

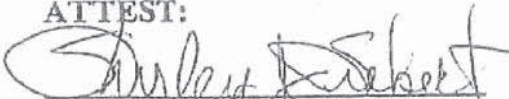
ABSENT: None

PASSED this 18 day of March 2010

APPROVED this 18 day of March 2010


Mayor, Kenneth P. Johnson
City of Wood Dale

ATTEST:


City Clerk, Shirley J. Siebert
City of Wood Dale



ELK GROVE TOWNSHIP

2400 S. Arlington Heights Road Arlington Heights, Illinois 60005

TO WHOM IT MAY CONCERN

This letter is in support of the complete construction of transportation "build Alternative 203, option D" as regionally supported by participating stakeholders as part of the Illinois Department of Transportation Tier One Study of the Elgin-O'Hare West Bypass.

- The Illinois Department of Transportation, in consultation with the Federal Highway Administration, has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois.
- The IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative.
- Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance. Environmental impacts, regulatory agency comments and stakeholder input and support,
- Through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution policy, the Illinois Department of Transportation and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is to Build Alternative 203, Option D.
- The communities most impacted by this project have developed a unified statement in support of Build Alternative 203, option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so.
- Tier Two of the IDOT study will include analysis of finding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships.
- The impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeway, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

As the Supervisor of Elk Grove Township, supporting the impacted stakeholder communities, request that any construction of the Elgin-O'Hare West Bypass highway improvements by IDOPT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by the stakeholders and IDOT through the federally mandated process as depicted in the Preferred Build Alternative 203, Option D.

If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities request that the Toll Authority partner with them to perform their construction plans for full interchange access at the locations identified, without significant financial obligation to any of the stakeholder communities.


We further request that they shall mitigate associated transportation impacts. Including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvement to remedy increased traffic on local roads, provide for appropriate space and accommodations within the expressway envelope for future transit development.

In addition to provide for the needs of pedestrian and bicyclist in planning, programming, design and construction of transportation facilities associated with the project. Also, ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program and foster further economic development business retention and attraction, and job creation or more than 60,000 new jobs created resulting from the referenced improvement.

The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and the participating stakeholders.

A copy of this letter shall be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Sincerely,

A handwritten signature in dark ink, appearing to read "Nanci L. Vanderweel". The signature is fluid and cursive, with the first name "Nanci" being the most prominent.

Nanci L. Vanderweel
Supervisor

**10-R-140
RESOLUTION**

Sponsored by

THE HONORABLE PETER N. SILVESTRI, COUNTY COMMISSIONER

**SUPPORTING THE CONSTRUCTION OF THE ELGIN-O'HARE WEST BYPASS
"BUILD ALTERNATIVE 203; OPTION D"**

WHEREAS, the Illinois Department of Transportation (IDOT) in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating that the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, IDOT, and the regional stakeholders have reached consensus that the preferred multimodal transportation system is Build Alternative 203 and Option D; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority (ISTHA), and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the ISTHA be authorized to construct all or part of the preferred Build Alternative 203 and Option D; and

WHEREAS, the stakeholder communities recognize the impacts of a national recession on employment in the area, they urge that IDOT, ISTHA, the Governor's Office and the FHWA all work to expedite this project in order to significantly impact job creation and stimulate the economy; and

WHEREAS, national and regional economic circumstances could have an effect on project funding, the stakeholder communities would agree to building the project in stages in order to realize immediate economic benefit, with the understanding and agreement that the entire project must be built as funding is available; and

WHEREAS, the stakeholder communities further support the construction of these roadways because the area designated for these infrastructure improvements is already urbanized and the construction of the roadways will not create additional sprawl but rather mitigate congestion, improve air quality and maximize opportunities within this region; and

WHEREAS, the stakeholder communities further request that the construction of the western access and the western by-pass, Alternative 203 and Option D, be built with the greenest technologies available and with the highest regard for environmental impact; and

WHEREAS, the communities most impacted by this project are united in support of build Alternative 203 and Option D, promoting the construction of the preferred alternative and associated improvements.

NOW, THEREFORE, BE IT RESOLVED, by the Cook County Board of Commissioners that:

Section 1: Location

The impacted communities hereby request that any construction of the Elgin-O'Hare West Bypass highway improvements by IDOT or the ISTHA have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, said area being generally north-south along the western edge of the existing O'Hare International Airport property utilizing the 300' set aside corridor as planned by the O'Hare Modernization Program between I-90 (Northwest/Jane Addams Tollway) and I-294 (Tri-State Tollway), and generally east-west along Thorndale Avenue between the current terminus of the Elgin-O'Hare Expressway west of I-290 near Roselle Road and the Bypass to the east.

Section 2: Illinois State Toll Highway Authority

If the Illinois State Toll Highway Authority shall be authorized to construct all or part of the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203 and Option D to serve said communities and work and develop with said communities, either collectively or individually, alternative, equitable funding options to ensure that interchanges can be built. Options for funding could include, but are not limited to, deferred payments, waived payments, ability to use federal funds to supplement municipal funds and the ability to pay over time with payments tied to verified increases in the sales tax revenue;

- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and

provide for the needs of pedestrians and bicyclists in planning, programming, design and construction of transportation and transit facilities associated with the project.

Section 3: Purpose and Need

The construction of the agreed upon preferred Build Alternative 203 and Option D, completed in its entirety, as developed through the federally mandated Tier One process and recommended by IDOT and participating stakeholders is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and

- foster further vast regional economic development, business retention and attraction, and jobs creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4

The communities requested that the construction of the referenced Bypass be completed as recommended by the IDOT and participating stakeholders and codified by the FHWA, either in its entirety or in sequences as defined by the consensus of the planning agencies.

Section 5

A copy of this Resolution supporting the construction of Build Alternative 203 and Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority by the Secretary of the Board of Commissioners.

Approved and adopted this 20th day of April 2010.

TODD H. STROGER, President
Cook County Board of Commissioners

Attest: DAVID ORR, County Clerk

R E S O L U T I O N

DT-0013-10

RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION
OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION B" AS
REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF
THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY
OF THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT),
in consultation with the Federal Highway Administration (FHWA),
has conducted a study of alternative multimodal transportation
solutions for the Elgin O'Hare-West Bypass study area, comprised
of 117 square miles and 17 communities in Cook and DuPage
Counties; and,

WHEREAS, the IDOT study is being advanced as a federally
funded, two-tiered process consisting of Tier One, the
development of a multimodal transportation concept for the study
area, and Tier Two, detailed engineering and environmental
studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with
the FHWA Board of Decision stating the preferred multimodal
transportation system selected based upon consideration of
transportation performance, environmental impacts, regulatory
agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and
stakeholder involvement program consistent with IDOT's Congress
Derivative Solution (CDS) policy, the Illinois Department of
Transportation (IDOT) and the regional stakeholders have reached
consensus through the Tier One process that the preferred
multimodal transportation system is Build Alternative 203,
Option B; and,

WHEREAS, the communities most impacted by this project have
developed a unified statement in support of Build Alternative
203, Option B, promoting the construction of the preferred
alternative and associated improvements and identifying
financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of proper funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be complete, with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option B;

NOW, THEREFORE, BE IT RESOLVED that the Chairman and Clerk are each, directed to execute the Resolution in support of Build Alternative 203, Option B outlined as follows:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass Highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the federally mediated process, as reported in the Preferred Build Alternative 203, Option B, a copy of which is attached hereto as Exhibit "A."

Article 1: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them in the following:

- the time within their construction plans full and advance access at the locations identified in Build Alternative 203, Option B, to serve said communities without significant financial obligation to said community;
- include within their construction plans transit improvements identified by IDOT and participation stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to comply increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Bypass Alternative 104, Option B, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary for:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The committee request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of said Alternative 104 as developed in concept by the Illinois Department of Transportation Tier One Plan, shall be filed by be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority through the Director of Transportation.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

Approved and approved this 24th day of April, 2014 at Springfield, Illinois.

Robert J. Schillerstrom, Chairman
Sangamon County Board

WITNESSETH:

Gary A. King, County Clerk

Ayes: 10
Absent: 2

DUPAGE MAYORS AND MANAGERS CONFERENCE

2009-10-10

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
"TRANSPORTATION-BUILD-ALTERNATIVE 203, OPTION D"
AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS
AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION
TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the DuPage Mayors and Managers Conference adopted a resolution on October 21st 2009 to Urge the State of Illinois, the Governor of Illinois, the Illinois General Assembly, and the Illinois Department of Transportation (IDOT) to allocate sufficient funds for the complete construction of both the Western Bypass and the Elgin-O'Hare Expressway; and, that the State and IDOT determine they are unable to complete the project in a timely manner, then to also support action by the Illinois State Toll Highway Authority (ISTHA) to issue bonds and provide the financing to construct and complete both the Western Bypass and the Elgin-O'Hare Expressway; and

WHEREAS, IDOT, in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments, and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution policy, IDOT and the regional stakeholders have reached consensus through the Tier One

process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the ISTHA, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the ISTHA be authorized to construct the preferred Build Alternative 203, Option D;

NOW, THEREFORE, BE IT RESOLVED by DuPage Mayors and Aldingers Conference:

Section 1: Location: The Conference hereby requests that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the ISTHA have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D; and

Section 2: Illinois State Toll Highway Authority: If the ISTHA shall be authorized to construct the Elgin-O'Hare West Bypass, the Conference hereby requests that the ISTHA partner with the impacted communities to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for development of future transit and transit supportive infrastructure, especially those projects identified in the *DuPage Area Transit Plan*; and,

provided for in the design, design, and construction of transportation facilities associated with the project.

Section 3. Other Agencies: It is the Policy of the Board authorized to construct the DuPage County Toll Bridge, the Conference hereby requests that other state and federal transportation and planning agencies coordinate with the Board and the impacted communities to ensure connectivity and integration with other existing and planned components of the regional highway and transit system.

Section 4: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally mandated Tier One process and recommended by IDOT and participating stakeholders is necessary to:

- ensure regional mobility for a major corridor on the west side of the DuPage County Toll Bridge, the construction of the improvements associated with the C-Link Modernization Program; and
- develop a major economic development corridor to promote and improve the economic vitality of the DuPage County Toll Bridge and surrounding area. The latter two objectives shall be:

Section 5: It is the policy of the Board to ensure that the construction of the C-Link Toll Bridge and the associated improvements shall be completed by IDOT and participating stakeholders.

Section 6: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the ISLTA.

Adopted by the members of the DuPage Mayors and Mayors Conference at a regular meeting thereof held on the 11th day of April, 2010 and approved by me as President on the same day.


Robert G. Iden, President


David Cook, Secretary-Treasurer



**NORTHWEST MUNICIPAL CONFERENCE
RESOLUTION 2010-4**

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION
OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS
REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS
AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION
TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS**

WHEREAS, the Northwest Municipal Conference (NWMC) is a corporate organization representing municipalities and townships chartered within the State of Illinois and Counties of Cook, DuPage, Lake, Kane and McHenry; and

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois, and Chapter 5, Act 226, paragraphs 1 through 8, of the Illinois Compiled Statutes, authorize intergovernmental association and cooperation; and

WHEREAS, the public officials of the Northwest Municipal Conference represent forty-seven local governmental bodies and a population of over 1.3 million residents; and

WHEREAS, a robust transportation system in the north and northwest suburbs, including highway, transit, and bicycle and pedestrian accommodations has been a long standing priority of the Conference; and

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties, a Illinois including nine members of the Northwest Municipal Conference; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D;

NOW, THEREFORE, BE IT RESOLVED that the Northwest Municipal Conference requests that any construction of Elgin/O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A", and

BE IT FURTHER RESOLVED, that if the Illinois State Toll Highway Authority shall be authorized to construct the Elgin/O'Hare West Bypass, the Northwest Municipal Conference requests that the Toll Authority partners with the impacted communities to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project; and

BE IT FURTHER RESOLVED, that the construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:


- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.


BE IT FURTHER RESOLVED that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders; and

BE IT FURTHER RESOLVED that a copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Passed this 21st day of April, 2010

Approved this 21st day of April, 2010


Gerald Hurry, President
Northwest Municipal Conference and
Mayor, Village of Lincolnwood

ATTEST: 
Jill Brickman, Secretary
Northwest Municipal Conference and
Supervisor, Northfield Township

MEMBER COMMUNITIES

Bellwood
Berkeley
Berwyn
Broadview
Brookfield
Cicero
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Haleside
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Leyden Township
Lyons
Lyons Township
Maywood
McCook
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Riverside
Rosemont
Schiller Park
Stickney
Stone Park
Summit
Westchester
Western Springs
Willow Springs

ASSOCIATE MEMBERS

Brookfield Zoo
Tilton College
Morton College
Norwood Park Twp Hwy Dept
Proviso Twp
Stickney Twp

PRESIDENT

James Discipio
LaGrange Park

VICE PRESIDENT

Marilynn May
River Grove

TREASURER

Roy F. McCampbell
Bellwood

PAST PRESIDENT

Paul Gattuso
Westchester

EXECUTIVE DIRECTOR

Richard F. Pellegrino



2000 Fifth Avenue, Building N
River Grove, IL 60171
ph 708/453-9100 fax 708/453-9101
www.westcook.org

RESOLUTION 10-03

SUPPORTING THE CONSTRUCTION OF THE ELGIN-O'HARE WEST BYPASS "BUILD ALTERNATIVE 203; OPTION D"

WHEREAS, the West Central Municipal Conference (hereinafter "WCMC") a Council of Government comprised of forty four municipalities, townships, community colleges and the Chicago Zoological Society in west suburban Cook County representing a population of nearly 600,000; and

WHEREAS, the Illinois Department of Transportation (IDOT) in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating that the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, IDOT, and the regional stakeholders have reached consensus that the preferred multimodal transportation system is Build Alternative 203 and Option D; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority (ISTHA), and potential public private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the ISTHA be authorized to construct all or part of the preferred Build Alternative 203 and Option D; and



MEMBER COMMUNITIES

Bellwood
Berkeley
Berwyn
Brookview
Brookfield
Cicero
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Hillside
Hogans
Indian Head Park
LaGrange
LaGrange Park
Leyden Township
Lyons
Lyons Township
Maywood
McCook
Maimrose Park
Nardage
Northlake
North Riverside
Oak Park
River Forest
River Grove
Riverside
Rosemont
Schiller Park
Sicklany
Stone Park
Summit
Westchester
Western Springs
Willow Springs

ASSOCIATE MEMBERS

Brookfield Zoo
Triton College
Morton College
Norwood Park Twp Hwy Dept
Proviso Twp
Stickney Twp

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Westchester

EXECUTIVE DIRECTOR

Richard F. Pallagino



2000 Fifth Avenue, Building N
River Grove, IL 60171
ph: 708/453-9100 fax: 708/453-9101
www.westcook.org

WHEREAS, the stakeholder communities recognize the impacts of a national recession on employment in the area, they urge that IDOT, ISTHA, the Governor's Office and the FHWA all work to expedite this project in order to significantly impact job creation and stimulate the economy; and

WHEREAS, national and regional economic circumstances could have an effect on project funding, the stakeholder communities would agree to building the project in stages in order to realize immediate economic benefit, with the understanding and agreement that the entire project must be built as funding is available; and

WHEREAS, the stakeholder communities further support the construction of these roadways because the area designated for these infrastructure improvements is already urbanized and the construction of the roadways will not create additional sprawl but rather mitigate congestion, improve air quality and maximize opportunities within this region; and

WHEREAS, the stakeholder communities further request that the construction of the western access and the western by-pass, Alternative 203 and Option D, be built with the greenest technologies available and with the highest regard for environmental impact; and

WHEREAS, the communities most impacted by this project are united in support of build Alternative 203 and Option D, promoting the construction of the preferred alternative and associated improvements; and

NOW, THEREFORE, BE IT RESOLVED by the West Central Municipal Conference that:

Section 1: Location:

The impacted communities hereby request that any construction of the Elgin-O'Hare West Bypass highway improvements by IDOT or the ISTHA have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, said area being generally north-south along the western edge of the existing O'Hare International Airport property utilizing the 300' set aside corridor as planned by the O'Hare Modernization Program between I-90 (Northwest/Jane Addams Tollway) and I-294 (Tri-State Tollway), and generally east-west along Thorndale Avenue between the current terminus of the Elgin-O'Hare Expressway west of I-290 near Roselle Road and the Bypass to the east.



MEMBER COMMUNITIES

Belwood
Berkeley
Berwyn
Broadview
Brookfield
Cicero
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Hillside
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Layden Township
Lyons
Lyons Township
Maywood
McCook
Melrose Park
Norridge
North Ave
North Riverside
Oak Park
River Forest
River Grove
Riverside
Rosemont
Schiller Park
Stickney
Stone Park
Summit
Westchester
Western Springs
Willow Springs

ASSOCIATE MEMBERS

Brookfield Zoo
Triton College
Morton College
Northwood Park Twp Hwy Dept
Proviso Twp
Stickney Twp

PRESIDENT

James Discipio
LaGrange Park

VICE PRESIDENT

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River Grove

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Roy F. McCampbell
Belwood

PAST PRESIDENT

Paul Galfuso
Westchester

EXECUTIVE DIRECTOR

Richard F. Pellegrino



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River Grove, IL 60171
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Section 2: Illinois State Toll Highway Authority:

If the Illinois State Toll Highway Authority shall be authorized to construct all or part of the I-55/I-90 West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203 and Option D to serve said communities and work and develop with said communities, either collectively or individually, alternative, equitable funding options to ensure that interchanges can be built. Options for funding could include, but are not limited to, deferred payments, waived payments, ability to use federal funds to supplement municipal funds and the ability to pay over time with payments tied to verified increases in the sales tax revenue;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design and construction of transportation and transit facilities associated with the project.

Section 3: Purpose and Need:

The construction of the agreed upon preferred Build Alternative 203 and Option D, completed in its entirety, as developed through the federally mandated Tier One process and recommended by IDOT and participating stakeholders is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further vast regional economic development, business retention and attraction, and jobs creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4:

The communities requested that the construction of the referenced Bypass be completed as recommended by the IDOT and participating stakeholders and codified by the FHWA, either in its entirety or in sequences as defined by the consensus of the planning agencies.

Section 5:

A copy of This Resolution supporting the construction of Build Alternative 203 and Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority by the Cook County Clerk.



MEMBER COMMUNITIES

Bellwood
Berkeley
Berwyn
Broadview
Brockfield
Clare
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Hillsdale
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Leyden Township
Lyons
Lyons Township
Maywood
McCook
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Riverside
Rosemont
Schiller Park
Stickney
Stone Park
Summit
Westchester
Western Springs
Willow Springs

ASSOCIATE MEMBERS

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Trinity College
Morton College
Norwood Park Twp Hwy Dept
Proviso Twp
Stickney Twp

PRESIDENT

James Disopio
LaGrange Park

VICE PRESIDENT

Martynn May
River Grove

TREASURER

Roy F. McCampbell
Bellwood

PAST PRESIDENT

Paul Gattuso
Westchester

EXECUTIVE DIRECTOR

Richard F. Pellegrino




2000 Fifth Avenue, Building N
River Grove, IL 60171
ph: 708/453-9100 fax: 708/453-9101
www.westcook.org

Adopted by the members of the West Central Municipal Conference on the 21st day of April 2010 and approved by me as President on the same day.



Dr. James Disopio
President, West Central Municipal Conference
President, Village of La Grange Park

ATTEST:



Richard F. Pellegrino, Executive Director
West Central Municipal Conference





RESOLUTION

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN O'HARE-WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.



NOW, THEREFORE, BE IT RESOLVED that Elk Grove Chamber of Commerce:

Section 1: Location: The impacted communities hereby request that any construction of Elgin O'Hare-West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin O'Hare-West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities; and
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.



Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

Approved this 26th day of May 2010.

Larry Minutiello
Chairman of the Board

Shirlanne Lemm
President

ROSELLE CHAMBER OF COMMERCE & INDUSTRY
RESOLUTION
May 25, 2010

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF
THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA) has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D

NOW, THEREFORE, BE IT RESOLVED by the Roselle Chamber of Commerce & Industry Board of Directors:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

ADOPTED this 25th day of May 2010

A handwritten signature in dark ink, appearing to read "Terrence D. Wittman", is written over a horizontal line.

Terrence D. Wittman, President
Roselle Chamber of Commerce & Industry



RESOLUTION

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN O'HARE-WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED that Greater O'Hare Association:

Section 1: Location: The impacted communities hereby request that any construction of Elgin O'Hare-West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin O'Hare-West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities; and
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 2 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

Approved this 13th day of May 2010.



Mary DeLucca
Chairwoman of the Board



Shirlanne Lemm
President

Village of Hanover Park

Municipal Building
2121 West Lake Street
Hanover Park, Illinois
60133-4398

630-372-4200
Fax 630-372-4215

Rodney S. Craig
Village President

Eira L. Corral
Village Clerk

Ronald A. Moser
Village Manager

July 19, 2011



Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highway
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Deputy Director O'Keefe:

I am writing in response to your letter identifying the Village of Hanover Park as an agency that has an interest in the Elgin O'Hare – West Bypass (EOWB) project. As your letter requested, I am responding and accepting your invitation to be a Participating Agency in this project.

If you need further information, please contact me at 630-372-4211.

Sincerely,



Ronald A. Moser
Village Manager

cc: Rodney Craig, Village President
Board of Trustees
Bill Beckman, Director of Engineering

Village of Hanover Park

Municipal Building
2121 West Lake Street
Hanover Park, Illinois
60133-4398

630-372-4200
Fax 630-372-4215

Rodney S. Craig
Village President

Eira L. Corral
Village Clerk

Ronald A. Moser
Village Manager

July 19, 2011



Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineers
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Ms. O'Keefe:

The Village received your July 8, 2011 correspondence regarding the Elgin O'Hare West Bypass Project. The Village accepts your invitation to become a participating agency in the project, and we look forward to assisting this project in moving forward to completion.

Sincerely,

Rodney S. Craig
Village President

ck

cc: Ron Moser, Village Manager
William Beckman, Village Engineer
Peter Harmet, Illinois Department of Transportation
Norman Stoner, FHWA Illinois Division Administrator
Amy Hanson, US Department of Transportation, FAA



VILLAGE OF BENSENVILLE

Village Board

President

Frank Soto

Trustees

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Robert "Bob" Jarecki

Martin O'Connell

Oronzo Peconio

JoEllen Ridder

Henry Wesseler

Village Manager

Michael J. Cassidy

July 19, 2011

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Division of Highways/Region 1/District 1
201 West Center Court
Schaumburg, IL 60196-1096

Dear Ms. O'Keefe,

We are in receipt of your letter received July 13th regarding the initiation of the Tier 2 Environmental Impact Statement for the Elgin O'Hare-West Bypass project. As you know the Village is very supportive of this transportation and environmental improvement plan as currently proposed.

We accept the role of advocates for our residents and businesses who will be impacted by the construction and ultimately the convenience and safety of the improved EOWB project. We will continue to provide input on the process and design as the State considers alternatives. We will also continue to participate in coordination meetings and joint field reviews.

On behalf of the Bensenville community, please accept my appreciation for the efforts of the Illinois Department of Transportation staff in developing this project of national significance.

Sincerely,

Frank Soto
Mayor
Village of Bensenville



CITY OF ELMHURST

209 NORTH YORK STREET
ELMHURST, ILLINOIS 60126-2759
(630) 530-3000
www.elmhurst.org

PETER "PETE" DICIANNI
MAYOR
PATTY SPENCER
CITY CLERK
DAVID DYER
CITY TREASURER
JAMES A. GRABOWSKI
CITY MANAGER

July 20, 2011

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways, Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Ms. O'Keefe:

In your letter dated July 8, 2011 to Mayor Peter P. DiCianni, III, you invited the City of Elmhurst to become a Participating Agency in the development of the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. As Elmhurst has a vested interest in the EOWB project, we welcome the opportunity to serve as a Participating Agency. Please consider this letter our acceptance of your invitation.

Please update your records to indicate that James A. Grabowski is the current City Manager for the City of Elmhurst. Please carbon copy Mr. Grabowski on any future correspondence to Mayor DiCianni in regards to the EOWB project.

If you need any additional information please contact me directly at (630)530-3015 or contact City Manager Grabowski at (630)530-3010.

Sincerely,

Erin K. Van De Walle
Deputy City Clerk, City of Elmhurst

Protecting Our Water Environment

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Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

Kenneth A. Kits, P.E., S.E.

Director of Engineering

312.751.7905 f: 312.751.5681

July 22, 2011

Ms. Diane M. O'Keefe, P.E.

Deputy Director of Highways, Region One Engineer

Illinois Department of Transportation, Division of Highways/District 1

201 West Center Court

Schaumburg, IL 60196-1096

ATTN: Mr. Peter Harmet, P.E, Bureau Chief of Programming

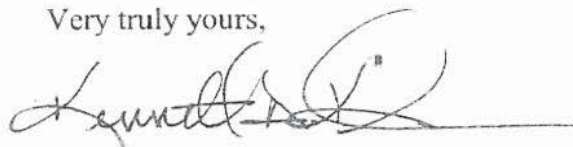
Dear Ms. O'Keefe:

Subject: Elgin O'Hare-West Bypass Project, Invitation to Be a Participating Agency

Reference is made to your letter dated July 8, 2011, concerning the subject matter. The Metropolitan Water Reclamation District of Greater Chicago (District) accepts the invitation to be a Participating Agency in the Elgin O'Hare-West Bypass Project. Please inform us of future meetings as the project develops.

The principal contact at the District will be Mr. Joe Schuessler, Principal Civil Engineer, at 312-751-3236.

Very truly yours,



Kenneth A. Kits

Director of Engineering

WSS:KMF:JMS



550 West Algonquin Road, Arlington Heights, Illinois 60005-4412 (847) 364-8130

www.pacebus.com

July 25, 2011

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court
Schaumburg, Illinois / 60196-1096

Dear Ms. O'Keefe:

We wish to thank you for inviting PACE to become a *Participating Agency* in the development of the EIS for the EOWB project. We recognize that this designation does not imply that our agency supports the proposal or has any special expertise with respect to evaluation of the project.

We recognize that our agency's role in the development of the EOWB project should include the following as they relate to your area of expertise: first, to provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; second, to participate in coordination meetings and joint field reviews, as appropriate.

We have designated Michael Bolton, Deputy Executive Director, Strategic Services, to serve on the Tier Two Process. We believe that it is important to maintain continuity during this planning process and expect that the knowledge gained during the Tier One process will make our participation more relevant.

Sincerely,

Richard A. Kwasneski
Chairman

BOARD OF DIRECTORS

Richard A. Kwasneski, Chairman

Kyle R. Hastings Al Larson Thomas D. Marcucci Frank C. Mitchell Anna Montana Alan P. Nowaczyk
Jeffery D. Schielke Aaron T. Shepley Vernon T. Squires Karen Tamley Terry R. Wells Richard Welton

Thomas J. Ross
Executive Director



CITY OF WOOD DALE

404 NORTH WOOD DALE ROAD
WOOD DALE, ILLINOIS 60191-1596

July 25, 2011

Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

RE: EOWB Tier Two Participating Agency Invitation

Dear Ms. O'Keefe:

In response to your letter dated July 8, 2011 regarding the EOWB Tier Two Participating Agency invitation, the City of Wood Dale gratefully accepts this invitation. The City of Wood Dale has enjoyed the CSS based process that has been employed during the EOWB thus far and we have been very appreciative of the opportunities to participate and comment on the process. We look forward to our continued working with IDOT, FWH and the FAA on this extremely important project that will provide a positive economic impact for not only the adjacent communities, but the entire region, state and quite possibly the nation.

If you have any questions or need additional information, please contact Ross Klicker, Planning/Economic Development Coordinator, at (630)787-3731.

Sincerely,

A handwritten signature in cursive script that reads "Nunzio Pulice".

Nunzio Pulice
Mayor
City of Wood Dale

Director
Sean P. Dorsey



Deputy Director
Jason H. Leib

Mount Prospect Public Works Department

1700 W. Central Road, Mount Prospect, Illinois 60056-2229

July 28, 2011

Ms. Diane O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

RE: Elgin O'Hare – West Bypass Project

Dear Ms. O'Keefe:

The Village of Mount Prospect would like to express its gratitude for the invitation to be a Participating Agency relative to the referenced project. We accept your invitation and look forward to involvement with the development of the Tier Two activities. I will serve as the representative for Mount Prospect so please direct any future correspondence to me at the above address. My e-mail address is jwulbeck@mountprospect.org.

Sincerely,


Jeffrey A. Wulbecker, P.E.
Village Engineer

Cc: Michael E. Janonis, Village Manager
Sean P. Dorsey, Public Works Director
Brian Simmons, Deputy Director of Community Development

H:\Engineering\Agencies\IDOT\PROJECTS\Ohare Bypass\ParticipatingAgencyLt



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606

voice 312-454-0400
fax 312-454-0411
www.cmap.illinois.gov

July 29, 2011

Ms. Diane O'Keefe
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Dear Ms. O'Keefe:

Per your correspondence of July 8, 2011 regarding an invitation to be a Participating Agency in the development of the Environmental Impact Statement for the Elgin-O'Hare/West Bypass project, the Chicago Metropolitan Agency for Planning accepts this invitation to be a participant. We look forward to working with the Department on this important project.

If you have any questions please contact me or Don Kopec, Deputy Director for Planning and Programming at (312) 386-8725.

Sincerely,

Randall S. Blankenhorn
Executive Director

RSB/jls

Board Members

Gerald Bennett,
Chair

Frank Beal

Alan Bennett

Susan Campbell

Roger Claar

Joe Deal

Michael Gorman

Elliott Hartstein

Al Larson

Marilyn Michelini

Raul Raymundo

Rick Reinbold

Rae Rupp Srch

Don Shea

Nigel Telman

Executive Director
Randy Blankenhorn



Village of Addison

July 29, 2011

Diane M. O'Keefe, P.E., Deputy Director of Highways
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1095

Dear Ms. O'Keefe:

In response to your letter dated July 8, 2011, the Village of Addison is accepting the invitation to become a Participating Agency in the Elgin/Ohare – West Bypass (EOWB) project.

If you have any other questions or need any other information, please contact me.

Sincerely,

VILLAGE OF ADDISON

Joseph E. Block
Village Manager

North Cook County Soil & Water Conservation District

Mailing address: P.O. Box 407, Streamwood, Illinois 60107
Phone: 847-468-0071, Fax: 847-608-8302, email: r.mcandless@northcookswcd.org
Street location: 899 Jay Street, Elgin, Illinois

August 2, 2011

Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
Division of Highways/Region 1/District 1
201 West Center Court
Schaumburg, IL 60196-1096

Re: Invitation to become a Participating Agency in the Tier Two Environmental Impact
Statement for the Elgin - O'Hare-West Bypass Project

Dear Ms. O'Keefe,

The North Cook County Soil & Water Conservation District Board of Directors voted to accept the invitation to become a Participating Agency in the Tier Two Environmental Impact Statement for the Elgin - O'Hare-West Bypass Project. Our District may provide input from both district staff and board members. The one caveat that we include is that due to budget constraints we are working on a reduced workweek, but will attempt to participate to the fullest extent possible.

Regards,



Rick McAndless
Resource Conservationist



CHICAGO TRANSIT AUTHORITY

August 4, 2011

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

Diane M. O'Keefe
Deputy Director of Highways
Region One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Dear Ms. O'Keefe:

The Chicago Transit Authority (CTA) accepts your offer to participate in the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare-West Bypass project.

I will be the CTA designee for this project on behalf of Chairman Terry Peterson and President Forrest Claypool. Please do not hesitate to contact me at mmclaughlin@transitchicago.com or 312-681-2840 to notify me of meetings regarding the Tier Two EIS. The CTA looks forward to participating in this important project.

Sincerely,

A handwritten signature in cursive script, reading "Michael McLaughlin", is positioned above the printed name.

Michael McLaughlin
Vice President
Strategic Planning and Policy

Committed to our future.....inspired by our past.



550 W. Irving Park Road • Itasca, Illinois 60143-2018
630.773.0835 • Fax 630.773.2505 • www.itasca.com

August 5, 2011

Ms. Diane O'Keefe
Deputy Director of Highways
Division of Highways/Region I/District I
201 West Center Court
Schaumburg, IL 60196

RE: Tier Two Participating Agency Designation

Dear Ms. O'Keefe:

I am in receipt of your correspondence, dated July 8, 2011, in regards to the Tier Two Environmental Impact Statement for the Elgin O'Hare - West Bypass Project. On behalf of the Village of Itasca I am writing to accept your invitation to designate the Village a Participating Agency in IDOT's Tier Two planning process. The potential construction of the Elgin O'Hare Expressway is of critical importance to the Village of Itasca and accordingly, we appreciate the opportunity to serve as a participating agency in IDOT's planning process.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jeffery J. Pruyn", is written over a light blue horizontal line.

Jeffery J. Pruyn
Mayor
Village of Itasca

cc: Pete Harnet, Bureau Chief of Programming, IDOT
Evan Teich, Village Administrator
Nicole Aranas, Community Development Director



VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899
847 / 895-4500 / TDD 923-4435 / FAX 895-7806 / WWW.CI.SCHAUMBURG.IL.US

August 5, 2011

Illinois Department of Transportation
Division of Highways
District 1
201 West Center Court
Schaumburg, IL 60196

Attn: Diane M. O'Keefe, P.E.
Deputy Director of Highways

Dear Ms. O'Keefe:

Thank you for your letter dated July 8, 2011 regarding the Elgin O'Hare – West Bypass (EOWB) project. Please let this letter serve as our written acceptance of your invitation to be a Participating Agency in the development of the EIS for the EOWB. It is our understanding that this does not imply that the Village of Schaumburg supports the proposal or has any special expertise with respect to evaluation of the project. It is also our understanding that the Village of Schaumburg's role in the development of the EOWB project should include the following as they relate to our areas of expertise:

1. Provide meaningful and early input of defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews, as appropriate.

If you have any questions or need additional information, please continue to work with June Johnson, Director of Transportation for the Village of Schaumburg. Ms. Johnson can be reached at 847-923-3859.

Sincerely,

VILLAGE OF SCHAUMBURG

A handwritten signature in black ink, appearing to read 'Al Larson'.

Al Larson
Village President

pc: Ken Fritz, Village Manager
June Johnson, Director of Transportation
Steve Weinstock, Director of Engineering and Public Works



Village of Franklin Park
9500 Belmont Ave.
Franklin Park, IL 60131
847-671-4800

August 5, 2011

Ms Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Reference: Tier Two EIS
Elgin O'Hare – West Bypass (EOWB)
Participating Agency

Dear Ms. O'Keefe:

The Village of Franklin Park is in receipt of your July 8, 2011 letter regarding notification as a participating agency in the tier two EIS process. The Village accepts the role as a participating agency and looks forward to participating in the EIS process.

The Village has been actively participating in the planning process for this valuable project and wants to continue that involvement.

Sincerely,

Barrett F. Pedersen
Village President

From: Andrea Hoyt [mailto:AHoyt@dupageforest.com]

Sent: Wednesday, August 10, 2011 11:48 AM

To: Harmet, Pete E

Cc: Flo Orlik

Subject: EIS for Elgin O'Hare

Mr. Harmet,

Please include the Forest Preserve District of DuPage County for participation on development of the project in coordination meetings.

You can contact me regarding involvement in the project.

Andrea Hoyt

Director

Office of Planning

Forest Preserve District of DuPage County

(630) 933-7243

www.dupageforest.org

www.dupageforest.com

Save a tree. Please consider the environment before printing this e-mail.

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Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal

- Elgin O'Hare West Bypass Program construction costs are \$3.4 billion
- Illinois Tollway has allocated \$3.1 billion for the Elgin O'Hare West Bypass Project
- Total project contains a \$300 million shortfall

The Elk Grove Alternative would accomplish the following:

- Eliminate any funding shortfalls
- Shorten the timeframe by at least 3 years for the completed project
- Eliminate any need for local contribution
- Generate \$358 million surplus.

Proposed Elgin O'Hare West Bypass Project:

	Project	Project Limits	Construction Period	Project Cost Present Value (millions)	Project Cost Escalated (millions)
System Expansion of the Elgin O'Hare West Bypass	Rehab 4 Lanes and Add 2 Lanes	Existing Elgin O'Hare Expressway	2013	\$48.0	\$53.0
	Construct 4 New Lanes	Construction of Elgin O'Hare Extension	2014-2017	\$725.0	\$881.0
		Construct WB – South Leg	2018-2022	\$674.0	\$1,046.0
		Construct WB – North Leg	2023-2025	\$453.0	\$854.0
	Toll Collection	US 20 to West Bypass I-294 to I-90	2013-2025	\$165.0	\$265.0
				\$2,065.0	\$3,099.0

As proposed by the Illinois Tollway's Move Illinois Program, there exists a funding shortfall in the current Elgin O'Hare West Bypass Program of approximately **\$300 million**.

Elk Grove Village's Alternative Elgin O'Hare West Bypass Program:

	Project Cost Present Value (millions)	Future Project Cost (millions)	Additional Costs Not Identified By IL Tollway (millions)	Total Cost (millions)	Surplus/(Shortfall) from IL Tollway Commitment (millions)
Total EOWB Cost	\$2,065.0	\$3,099.0	\$300.0	\$3,399.0	(\$300.0)
Proposed Cost Savings	(\$292.0)	(\$658.0)			
Revised EOWB Project Costs	\$1,773.0	\$2,441.0	\$300.0	\$2,741.0	\$358.0

Elk Grove Village's Alternative Construction Proposal Saves Time and Money:

In conjunction with our consultants and engineers, we have estimated the order of magnitude costs for arterial highway improvement projects that could be constructed in exchange for the construction of the Northern Leg of the West Bypass. These arterial highway improvements are projects that would be required to serve our community and provide our Business Park with an appropriate level of access during and following the completion of the Illinois Tollway's 14-year Capital Program.

These projects also include as a given - the construction of a full interchange at Elmhurst Road and I-90 as part of the Jane Addams Memorial Tollway reconstruction to be completed by 2016.

The construction cost/foot unit prices that were used for the arterial highway improvement project estimates were developed from a recent IDOT bid opening for a U.S. Route 30 project. The costs for the projects listed below assumed a worst case of complete roadway reconstruction and thus, should be on the conservative side if some of these roadways are widened and resurfaced rather than reconstructed. The required projects would be as follows:

- **Preserve Property for the Future Northern Leg of the West Bypass – 2012**

It is required that IDOT or the Tollway, move forward with the acquisition of private property along the proposed route of the northern leg of the West Bypass. If need arises down the road, the right-of-way will be preserved and available for use. Current negotiations between IDOT/Tollway, the Northern Leg Municipalities, and impacted property owners should proceed as some municipalities are beginning public hearings for the relocation of those impacted businesses. Funds have already been earmarked within IDOT's existing Federal earmark to pay for this.

Estimate of Cost: \$0 - Already assumed and being paid for out of Federal earmark

- **Higgins Road/Touhy Avenue/Elmhurst Road Intersection Improvements – 2014**

This project would consist of the construction of a 1-legged Continuous Flow Intersection (CFI) improvement at the intersection of Higgins Road, Touhy Avenue and Elmhurst Road. It would include improving Higgins Road/Touhy Avenue from west of Landmeier Road to east of Elmhurst Road, as well as a 6-lane improvement of Elmhurst Road from south of Touhy Avenue to Landmeier Road.

Estimate of Cost: \$35,000,000 Roadway Reconstruction
\$8,000,000 Phase I, II, & III Engineering
\$12,000,000 ROW Acquisition
\$55,000,000 TOTAL

- **Elmhurst Road Improvements between Thorndale Avenue and Higgins Road – 2015**

This project would consist of widening Elmhurst Road to the east between Devon Avenue and the southern limit of the Higgins/Touhy/Elmhurst intersection improvement to provide 6 travel lanes. The 6-lane cross section would extend south to Thorndale Avenue. It is assumed that the widening of Elmhurst Road to 6 lanes north of Landmeier Road would occur as part of the proposed I-90 interchange improvement at Elmhurst Road as thus those costs have not been included in these estimates.

Estimate of Cost \$38,000,000 Roadway Reconstruction
\$9,000,000 Phase I, II & III Engineering
\$5,000,000 ROW Acquisition
\$52,000,000 TOTAL

- **Landmeier Road Improvements from Busse Road to Elmhurst Road – 2016**

This project would consist of widening Landmeier Road to provide a continuous bi-directional center median between Busse Road and Elmhurst Road, as well as channelization improvements at the Higgins Road and Elmhurst Road intersections.

Estimate of Cost: \$12,000,000 Roadway Reconstruction
 \$3,000,000 Phase I, II & III Engineering
 \$2,000,000 ROW Acquisition
 \$17,000,000 TOTAL

- **IL Route 83 Improvements from Thorndale Avenue to Devon Avenue – 2017**

This project would consist of widening IL Route 83 to provide 8 travel lanes from south of Thorndale Avenue to north of Devon Avenue.

Estimate of Cost: \$30,000,000 Roadway Reconstruction
 \$7,000,000 Phase I, II & III Engineering
 \$0 ROW Acquisition
 \$37,000,000 TOTAL

Total Project Costs: \$161 million

Savings Come From:

	Project Cost Present Value (millions)	Future Project Cost (millions)	Additional Costs Not Identified By IL Tollway (millions)	Total Cost (millions)	Surplus/(Shortfall) from IL Tollway Commitment (millions)
Total EOWB Cost	\$2,065.0	\$3,099.0	\$300.0	\$3,399.0	(\$300.0)
Less the Northern Leg	(\$453.0)	(\$854.0)			
Plus Arterial Projects	\$161.0	\$196.0			
Revised EOWB Project Costs	\$1,773.0	\$2,441.0	\$300.0	\$2,741.0	\$358.0

As previously stated by the Tollway, the Northern Leg of the West Bypass is revenue neutral.

With the addition of the four arterial highway improvement projects and the removal of the Northern Leg of the West Bypass, the Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal will result in \$658 million in savings to the Elgin O'Hare West Bypass Project. Furthermore, the Tollway would not have to buy down the existing lease or remove the Des Plaines Oasis.

Should the Tollway undertake the advanced projects, the entire Elgin O'Hare West Bypass Project could be completed by 2022 (three years early) with NO local cost participation to be borne by any municipality, and generate a surplus of \$358 million to the Tollway.

Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal Summary Report

- Proposed Elgin O'Hare West Bypass Program costs approximately \$3.4 billion.
- Illinois Tollway has allocated \$3.1 billion for the Elgin O'Hare West Bypass Project.
- Total project contains a \$300 million shortfall.

This consideration would accomplish the following:

- **Eliminate any funding shortfalls**
- **Shorten the timeframe by at least 3 years for a completed project**
- **Eliminate any need for local contribution**
- **Generate \$358 million surplus for the Tollway**

The Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal will create the desired outcome that we are all working to achieve, by undertaking the following projects within the defined time periods:

- Preserve Property for the Future Northern Leg of the West Bypass – 2012
- Higgins Road/Touhy Avenue/Elmhurst Road Intersection Improvements – 2014
- Elmhurst Road Improvements between Thorndale Avenue and Higgins Road – 2015
- Elmhurst Road/I-90 Full Interchange – 2016
- Landmeier Road Improvements from Busse Road to Elmhurst Road – 2016
- IL Route 83 Improvements from Thorndale Avenue to Devon Avenue – 2017

Only if the following projects are completed within the designated timeframe, the Village of Elk Grove would recommend the elimination of the revenue neutral Northern Leg of the West Bypass Project.

This is a Win-Win Proposal. The Tollway will be able to achieve its goals, the communities would be able to achieve their goals, and this 30 year dream finally could become a reality.

Mayor
CRAIG B. JOHNSON

Village Clerk
JUDITH M. KEEGAN

Village Manager
RAYMOND R. RUMMEI



Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

August 3, 2012

Mr. John Fortmann, P.E.
Acting Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attn: Mr. Peter E. Harmet
Bureau Chief of Programming

SUBJECT: ELGIN O'HARE WEST BYPASS PROJECT
ILLINOIS ROUTE 72 AND ELMHURST ROAD INTERSECTION

Dear Mr. Fortmann:

The Village appreciates the State's efforts in the evaluation of alternative designs for the needed improvements to the Illinois Route 72 and Elmhurst Road intersection. We concur with the selection of the Old Higgins Road alignment as the preferred improvement plan. As discussed in our recent meeting, driveway access to properties adjacent to Old Higgins Road is of the outmost importance to the Village and its businesses. During the further development of the intersection improvement design, we are confident that access may be provided to these adjacent properties.

The continued collaborative efforts of the State, Tollway and Village will be needed to ensure the implementation of this much needed regional transportation improvement. Village staff is committed to assisting the State and Tollway to achieve this objective.

We look forward to working with you on this regional transportation enhancement. Please contact me at (847) 734-8044 if you have any questions or need additional information.

Sincerely:

Vito P. Sammarco, P.E.
Director of Public Works

C: Ms. Lidia Pilecky, CH2M Hill



Draft Environmental Impact Statement Comments and Responses

TABLE B-2
Draft Environmental Impact Statement Comments and Responses

Index No.	Date of Letter	Author	Page Number
Federal Agencies			
C-1	May 14, 2012	United States Department of Interior	B-268
R-1	October 5, 2012	IDOT	B-271
C-2	May 24, 2012	United States Environmental Protection Agency	B-274
R-2	October 4, 2012	IDOT	B-278
C-3	June 2, 2012	Department of the Army, Chicago District, Corps of Engineers	B-286
R-3	September 26, 2012	IDOT	B-292
State Agencies			
C-4	April 13, 2012	Illinois Environmental Protection Agency	B-303
R-4	August 31, 2012	IDOT	B-304
C-5	April 16, 2012	Illinois Department of Agriculture	B-305
R-5	August 23, 2012	IDOT	B-306
C-6	April 18, 2012	Illinois Department of Natural Resources	B-307
R-6	September 24, 2012	IDOT	B-308
Local Agencies and Interest Groups			
C-7	April 18, 2012	Elk Grove Village	B-309
R-7	October 17, 2012	IDOT	B-312
C-8	April 18, 2012	Village of Bensenville	B-314
R-8	August 31, 2012	IDOT	B-315
C-9	April 18, 2012	Village of Roselle	B-320
R-9	October 15, 2012	IDOT	B-328
C-10	May 1, 2012	Metra	B-330
R-10	September 26, 2012	IDOT	B-331
C-11	May 10, 2012	Maywood Sportsmens Club	B-333
R-11	October 3, 2012	IDOT	B-336
C-12	May 10, 2012	Metropolitan Water Reclamation District of Greater Chicago (MWRDGC)	B-339
R-12	October 5, 2012	IDOT	B-341
C-13	May 10, 2012	Roselle Fire Department	B-343
R-13	August 31, 2012	IDOT	B-344
C-14	May 11, 2012	Active Transportation Alliance	B-346
R-14	October 5, 2012	IDOT	B-350

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Index No.	Date of Letter	Author	Page Number
C-15	May 14, 2012	Chicago Metropolitan Agency for Planning	B-363
R-15	September 14, 2012	IDOT	B-368
C-16	May 14, 2012	DuPage River Salt Creek Workgroup	B-370
R-16	October 8, 2012	IDOT	B-374
General Public			
<i>All public input and comments were valued in the development of the proposed improvements. Comments that were provided verbally are included first, followed by written comments. Responses were provided for those comments that required a response and information was provided to those that made requests.</i>			
Verbal Comments			
C-17	April 18, 2012	Mr. Terrence Boskelly	B-377
R-17	August 31, 2012	IDOT	B-378
C-18	April 18, 2012	Mr. and Mrs. Greg and Andrea Freres	B-379
R-18	September 4, 2012	IDOT	B-380
C-19	April 18, 2012	Mr. Donald Hartman	B-381
R-19	August 31, 2012	IDOT	B-382
C-20	April 18, 2012	Mr. Scott Horejs	B-383
R-20	August 20, 2012	IDOT	B-384
C-21	April 18, 2012	Mr. Scott Hudgens	B-385
R-21	August 31, 2012	IDOT	B-386
C-22	April 18, 2012	Mr. Paul Petzold	B-387
R-22	August 20, 2012	IDOT	B-388
C-23	April 18, 2012	Ms. Lorie Simon	B-389
R-23	August 31, 2012	IDOT	B-391
C-24	April 18, 2012	Mr. Ilias Zenkich	B-392
R-24	October 8, 2012	IDOT	B-393
C-25 ^a	April 18, 2012	Mr. Joseph Musso	B-396
Written Comments			
C-26	April 18, 2012	Mr. Patrick Cusack	B-397
R-26	August 31, 2012	IDOT	B-398
C-27	April 18, 2012	Ms. Jeannette Darnell, Con-Way Freight legal representative	B-400
R-27	October 5, 2012	IDOT	B-401

TABLE B-2
Draft Environmental Impact Statement Comments and Responses

Index No.	Date of Letter	Author	Page Number
C-28	April 18, 2012	Mr. Jason DeFilipps	B-402
R-28	October 5, 2012	IDOT	B-403
C-29	April 18, 2012	Mr. Darren T. Franzen	B-405
R-29	October 5, 2012	IDOT	B-406
C-30	April 18, 2012	Mr. Daniel George	B-407
R-30	October 5, 2012	IDOT	B-408
C-31	April 18, 2012	Ms. Cathy Gucci	B-410
R-31	October 5, 2012	IDOT	B-411
C-32	April 18, 2012	Mr. Gregg Jackson	B-413
R-32	October 5, 2012	IDOT	B-414
C-33	April 18, 2012	Mr. Bob Kast	B-415
R-33	October 5, 2012	IDOT	B-416
C-34	April 18, 2012	Mr. Adam Keldermans	B-418
R-34	September 24, 2012	IDOT	B-419
C-35	April 18, 2012	Mr. Tony Lane	B-420
R-35	October 3, 2012	IDOT	B-421
C-36	April 18, 2012	Mr. Vito LaSusa	B-423
R-36	August 31, 2012	IDOT	B-424
C-37	April 18, 2012	Ms. Linda Long	B-425
R-37	October 5, 2012	IDOT	B-426
C-38	April 18, 2012	Mr. Shirish Maniar	B-427
R-38	August 31, 2012	IDOT	B-428
C-39	May 7, 2012	Mr. James D. McLennan	B-429
R-39	October 19, 2012	IDOT	B-432
C-40	April 18, 2012	Mr. Jay Patel	B-435
R-40	September 27, 2012	IDOT	B-436
C-41	April 18, 2012	Mr. and Mrs. Tom and Ellen Pagnotti	B-438
R-41	October 3, 2012	IDOT	B-440
C-42	April 18, 2012	Mr. Ted Rekawik	B-441
R-42	October 5, 2012	IDOT	B-442
C-43	April 18, 2012	Mr. Jeff Rice	B-443
R-43	October 3, 2012	IDOT	B-444

TABLE B-2
Draft Environmental Impact Statement Comments and Responses

Index No.	Date of Letter	Author	Page Number
C-44	April 18, 2012	Ms. Kim Schoppe	B-448
R-44	October 5, 2012	IDOT	B-449
C-45	April 18, 2012	Mr. Doug Schreiber	B-451
R-45	October 5, 2012	IDOT	B-452
C-46	April 18, 2012	Mr. Gerry Seiwert	B-454
R-46	October 5, 2012	IDOT	B-455
C-47	April 18, 2012	Mr. Sam L. Semrow	B-459
R-47	October 5, 2012	IDOT	B-460
C-48	April 18, 2012	Mr. Sanjay Shah	B-462
R-48	September 17, 2012	IDOT	B-463
C-49	April 18, 2012	Ms. Shari Smagatz	B-464
R-49	October 5, 2012	IDOT	B-465
C-50	April 18, 2012	Mr. and Mrs. Michal Sniadala	B-467
R-50	October 5, 2012	IDOT	B-468
C-51	April 18, 2012	Mr. William L. Strawn	B-470
R-51	August 31, 2012	IDOT	B-471
C-52	April 18, 2012	Ms. Gloria Taylor, DBA, Des Plaines Mobile Home Park	B-472
R-52	October 19, 2012	IDOT	B-473
C-53	April 18, 2012	Mr. Robert Ward, Thule Group	B-476
R-53	October 5, 2012	IDOT	B-477
C-54	April 18, 2012	Mr. David Welch	B-478
R-54	October 5, 2012	IDOT	B-479
C-55	April 24, 2012	Patricia (email)	B-481
R-55	October 24, 2012	IDOT	B-482
C-56 ^a	April 18, 2012	Mr. Gary Berthold	B-484
C-57 ^a	April 18, 2012	Mr. Michael Bram	B-485
C-58 ^a	April 18, 2012	Mr. Jim Estus, Colliers International	B-486
C-59 ^a	April 24, 2012	Mr. Jamie Honses, Shell	B-487
C-60 ^a	April 18, 2012	Mr. Steven E. Johnson, CTC Global, Inc.	B-488
C-61 ^a	April 18, 2012	Mr. Mark Kupiec	B-489
C-62 ^a	April 18, 2012	Mr. Steven Magnus	B-490
C-63 ^a	April 18, 2012	Mr. Dennis Mumm	B-491

TABLE B-2
Draft Environmental Impact Statement Comments and Responses

Index No.	Date of Letter	Author	Page Number
C-64 ^a	April 18, 2012	Mr. John P. O'Neill	B-492
C-65 ^a	April 18, 2012	Ms. Grecia Ortega	B-493
C-66 ^a	April 18, 2012	Mr. and Mrs. Jim and Judy Pichla	B-494
C-67 ^a	April 18, 2012	Mr. Jeff Romani	B-495
C-68 ^a	April 18, 2012	Mr. Anup Ruia	B-496
C-69 ^a	April 18, 2012	Ms. Lindsey Senn	B-497
C-70 ^a	April 18, 2012	Mr. Stephen Vogrin, Allied Waste	B-498
C-71 ^a	April 18, 2012	Mr. Ken Wilson	B-499

^a The comment did not require a response from IDOT.



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904



May 14, 2012

9043.1
ER 12/224

Norman Stoner
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

This responds to your request for comments on the Tier Two Draft Environmental Impact Statement (DEIS) for the Elgin O'Hare – West Bypass project. The Federal Highway Administration, Federal Aviation Administration (FAA), Illinois Department of Transportation (IDOT), and Illinois State Toll Highway Authority (Illinois Tollway) have prepared the Tier Two DEIS to study transportation solutions for the Elgin O'Hare – West Bypass project corridor. With respect to those portions of the DEIS for which the U.S. Department of the Interior or its bureaus have jurisdiction or special expertise, we offer the following comments and recommendations for your consideration.

The U.S. Fish and Wildlife Service reviewed the information provided in your Tier Two DEIS, and we have participated in reviewing the project as part of the Statewide National Environmental Policy Act/Clean Water Act Section 404 Merger process. During Tier One, we checked our records for the presence of federally listed species, U.S. Fish and Wildlife Service trust resources, and other fish and wildlife resources that may be affected by the proposed project. Based on our review we offer the following comments, as they relate to fish and wildlife resources, which should be addressed in the Tier Two Final Environmental Impact Statement (FEIS).

Alternatives (Section 2)

Drainage- Subsection 2.2.2.7

We agree with the applicant's description of our concerns in this section. We do note that while the resource agencies (U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency) have recommended the use of certain best management practices (BMPs) to offset the anticipated stormwater impacts to downstream aquatic resources, the FAA has voiced concerns about the potential risk of BMPs that may attract wildlife and the associated risk of avian/aircraft collisions. We remain committed to working with FAA to identify adequate BMPs, particularly infiltration BMPs, that can be used within the project

1 | corridor to address our water quantity and quality concerns, while also addressing the avian/aircraft collision risk concerns.

1 | We also support the development of the BMP plan, which will define the location, type, and effectiveness of the proposed BMPs. As mentioned in the DEIS, we plan to participate in development of the BMP plan.

Environmental Resources, Impacts, and Mitigation (Section 3)

Noise- Subsection 3.8

2 | Noise impacts to wildlife resources are not discussed in this section. Noise impacts to wildlife resources are discussed in subsection 3.14.2.3, as it relates to traffic noise impacts on wildlife. Section 3.8 should mention that potential impacts on wildlife were considered and are discussed in subsection 3.14.2.3.

Water Resources and Aquatic Habitats- Subsection 3.10

3.10.3.2 – Operation (Including FAA Guidance)

1 | As noted in our comments for subsection 2.2.2.7, we will continue to work with FAA to achieve a mutually agreed upon solution that addresses all agency concerns.

Wetlands- Subsection 3.13

3.13.3.2 – Wetland Compensation

3 | This subsection mentions that prior to the FEIS, the resource agencies will review the proposed mitigation site(s) and determine which site(s) are best to compensate for the loss of wetlands associated with the project. The U.S. Fish and Wildlife Service plans to participate in the development of the final mitigation approach.

4 | Due to the high-quality wildlife habitat identified at Sites 84 and 125, we recommend that the mitigation ratio for these wetlands be at least 5.5:1. Table 3-47 shows that the proposed mitigation ratios for Sites 84 and 125 are 2:1.

Natural Resources- Subsection 3.14

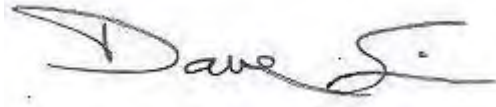
3.14.3.2 – Wildlife Resources

5 | We recommend that the Illinois Tollway and IDOT incorporate wildlife passage features into the project. The features should be incorporated along riparian corridors, greenways, etc. (e.g., at the Ned Brown Forest Preserve corridor, the Salt Creek corridor, the West Branch of the DuPage River corridor) identified in the DEIS. Wildlife passage features such as oversized culverts (at least 36 inches or larger) with shelves on one or both sides of a stream, to allow dry passage during high water periods, would be beneficial for wildlife (small mammals, reptiles, and amphibians) along corridors and greenways that have been identified as areas that provide connectivity and allow for animal movement between habitats.

This letter provides comment under the authority of, and in accordance with, the provisions of the National Environmental Policy Act of 1969 (83 Stat. 852, as amended P.L. 91-190, 42 U.S.C. 4321 *et seq.*), the Fish and Wildlife Coordination Act of 1956 (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*), the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the Migratory Bird Treaty Act (40 Stat. 755, as amended; 16 U.S.C. 703 *et seq.*), and the Bald and Golden Eagle Protection Act (54 Stat. 250, as amended; 16 U.S.C. 668-668d).

If you have any questions, please contact Mr. Shawn Cirton at 847/381-2253, ext. 19.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Sire". The signature is fluid and cursive, with a large initial "D" and a stylized "S".

Dave Sire
Natural Resources Management
Team Leader

cc:
FWS, Shawn Cirton



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 5, 2012

Mr. Dave Sire
U.S. Department of Interior
Office of the Secretary
Office of Environmental Policy and Compliance
Custom House, Room 22
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Sire:

Thank you for your comments on the Elgin O'Hare – West Bypass Draft Environmental Impact Statement (EIS). We offer the following in response.

Water Quality and Best Management Practices

We understand from your comments that USFWS remains committed to working with the Federal Aviation Administration (FAA) to identify Best Management Practices (BMP) that can be used in the project corridor to address water quality/quantity concerns, while also addressing avian/aircraft collision risk concerns.

- We appreciate the input that USFWS has provided to date regarding BMP. As final design progresses, BMP development will continue to be coordinated with USFWS, FAA, and other resource agencies. This issue was discussed in greater detail at a recent meeting on July 23, 2012. At this meeting, USFWS and other resource agencies (including the U.S. Army Corps of Engineers (USACOE), U.S. Environmental Protection Agency (USEPA), and FAA) agreed, in principle, that the BMP concept plan developed for the EO-WB had sufficient detail for the Final EIS, and that specific details could be coordinated during the Section 404 Clean Water Act permitting process.

Noise

Your office requested that subsection 3.8 (Noise) "mention that potential noise impacts on wildlife were considered and are discussed in [Draft EIS] subsection 3.14.2.3."

- An appropriate reference will be provided in the Final EIS in subsection 8 (Noise).

Wetland Compensation

Your office noted that USFWS plans to participate in the development of the final mitigation approach.

- Information on several potential wetland mitigation sites has previously been provided to USFWS for review and comment. The selection of wetland mitigation sites and other wetland mitigation details will continue to be coordinated with USFWS, as well as other resource agencies. This issue was discussed in greater detail at the July 23, 2012 meeting with USFWS and other resource agencies.

Your office also recommended that impacts to wetland Sites 84 and 125 be mitigated at a ratio of at least 5.5:1, due to the high quality wildlife habitat that was identified by the Illinois Natural History Survey (INHS) during the wetland delineations.

- Please note that both of these wetlands are relatively large (7.4 acres or larger in size) and the potential impacts have been reduced to 0.21 acres or less at each wetland. The impacts would also be located at the lower quality wetland perimeter adjacent to existing roads. Both wetlands are dominated by common/invasive plant species, including reed canary grass (*Phalaris arundinacea*), narrow-leaved cattail (*Typha angustifolia*), or common reed (*Phragmites australis*). Neither wetland would be considered high quality from a floristic quality standpoint (both C-values ≤ 2.4 ; FQI ≤ 15.1), and this project is not anticipated to affect the wildlife habitat quality or functions of the wetlands.
- Additional wetland avoidance/minimization strategies will be evaluated as engineering design progresses and as part of the Section 404 Clean Water Act permit process. Final wetland compensation ratios will be coordinated with the Illinois Department of Natural Resources (IDNR) under the 1989 Interagency Wetlands Policy Act and with the USACOE under Section 404 of the Clean Water Act.

Wildlife Resources

Your office recommended that the project incorporate wildlife passage features along riparian corridors, and greenways (e.g., at the Ned Brown Forest Preserve corridor, Salt Creek corridor, and West Branch DuPage River corridor).

- Terrestrial wildlife crossings were considered for inclusion within riparian corridors/stream crossings and greenways. In general, the greenways and riparian corridors that cross the project are located at the stream crossings (see Exhibit 3-20 in the Tier Two Draft EIS).

Mr. Dave Sire
October 5, 2012
Page 3

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- The proposed project primarily includes improvements to existing roadways. These roadways are already, for the most part, barriers to wildlife movement. Proposed stream crossing structures generally match existing or nearby crossing treatments. Because most of the project corridor is located along an existing transportation network, most of the stream crossings exist in the current condition and would be extended with the roadway improvements. For example, at Meacham Creek, Addison Creek, and the Devon Avenue Tributary (at I-290), the existing box culverts are to remain in place. The culverts will be extended at one or both ends. Because the existing culverts are to remain in place, no additional terrestrial wildlife crossings are proposed at these locations as part of this project.
- Two airports are located adjacent to the project corridor. Wildlife is managed and discouraged on airport property. The O'Hare Airport *Wildlife Hazard Management Plan* strictly limits the type of wildlife that is allowed to cross into the airport. In accordance with FAA policy, to minimize wildlife passage onto O'Hare Airport, no terrestrial wildlife crossings are proposed at "new" creek crossings (e.g., Willow Creek, Willow Creek South Tributary, Bensenville Ditch) located immediately adjacent to, or located on, existing O'Hare Airport property.
- New bridges would be required at Higgins Creek (at I-90) and Salt Creek (in the proposed Elgin O'Hare corridor). These new bridges would be installed in close proximity to existing bridges that would remain in place. The existing bridges limit terrestrial wildlife movement. The final bridge designs would accommodate aquatic biota, small mammal, reptile, and amphibian movement to the extent practical and feasible. Opportunities to accommodate terrestrial wildlife movement will continue to be evaluated during final design. However, due to existing constraints it is unlikely that the final designs will accommodate large terrestrial mammal movements beyond that which occur under existing conditions.

IDOT and the Illinois Tollway will continue to coordinate with your office.

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,



John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

cc: Shawn Cirton, USFWS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

MAY 24 2012

REPLY TO THE ATTENTION OF:

E-19J

Norman Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: **Comments on the Draft Environmental Impact Statement for the Tier 2
Elgin O'Hare-West Bypass, Cook and DuPage Counties, IL, CEQ# 20120088**

Dear Mr. Stoner:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency (EPA) has reviewed the proposed Draft Environmental Impact Statement (DEIS) for the Tier 2 Elgin O'Hare-West Bypass, in Cook and DuPage Counties, Illinois.

EPA participated in the Tier 1 NEPA process for this project, and extensively on this Tier 2 development through the merged NEPA / Clean Water Act Section 404 (NEPA / 404) process. We are a cooperating agency for this project.

A build alternative and a no-build alternative are presented in the DEIS, following considerable public involvement.

EPA rates the Tier 2 DEIS as EC-2, Environmental Concerns - insufficient information. See the attached Summary of Rating Definitions for an explanation of EPA's rating system. Our following comments on Purpose and Need, Alternatives, Environmental Impacts, and Mitigation of Impacts support our rating.

PURPOSE AND NEED

The project retained the Tier I NEPA statement of Purpose and Need. We concurred with the Purpose and Need (P&N) statement for the Tier 2 NEPA proposal on September 8, 2011.

ALTERNATIVES

The Tier 1 study reached consensus on the corridors to be carried into the Tier 2 study. The Tier 2 study has updated the baseline and project horizon traffic data and planning references. These provided the basis for modifying some of the project design and interchange needs. Funding for the proposed routes is a major aspect of the Tier 2 considerations. The range of alternatives to be considered for the project was presented at our merged NEPA/404 meeting and EPA concurred with the Range of Alternatives on October 17, 2011. The preferred alternative presented in the DEIS has all components of the Elgin O'Hare Extension West and the West By-Pass to be funded as tolled facilities through the Illinois Tollway Authority.

ENVIRONMENTAL IMPACTS

Air Quality

The DEIS correctly presents that this project has consulted with EPA in developing its air quality modeling. EPA concurs that the project conforms with the State Implementation Plan (SIP). Although construction dust and particulate matter are temporary air quality concerns, we recommend Best Management Practices (such as water mist) be utilized to reduce these pollutants when possible and when conditions such as windy days warrant. We commend the three Special Provisions that Illinois Department of Transportation (IDOT) commits to for reducing construction diesel emissions: retrofitting off-road construction equipment including repower or engine upgrades, using ultra-low-sulfur fuels for all equipment, and idling restrictions. Although not required by EPA regulations, we recommend additional voluntary measures be considered in an expanded diesel emissions reduction plan, including:

- (a) limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment
- (b) diesel particulate traps and oxidation catalysts
- (c) using existing power sources or clean fuel generators rather than temporary power generators
- (d) encouraging the use of off-road equipment that meets the Tier 3 standards.

Wetlands

EPA has participated in a number of NEPA/404 meetings to specifically discuss wetland and other water impacts. Due to Federal Aviation Administration safety requirements regarding bird hazards near airports, the transportation and resource agencies have not yet reached consensus on several related topics. For example, project participants have not yet reached an agreement on the true extent of wetland impacts.

On page 3-171, the DEIS indicates that agencies would prefer "Advanced Mitigation." Although EPA recommends that IDOT considers potential mitigation sites early in the process, EPA would prefer that IDOT not select a mitigation option outside the Clean Water Act Section 404

permitting process. To be consistent with the 2008 Federal Mitigation Rule, IDOT would need to go through the Wetland Mitigation Banking Process as outlined in the Mitigation Rule to pursue "Advanced Mitigation."

The DEIS lists potential sites for emergent "Wetland Creation" opportunities. Please note that wetland restoration is more likely to succeed than wetland creation and is preferred by EPA over wetland creation. We further recommend that forested wetland impacts, approximately 3.6 acres, and shrub wetlands, approximately 2.4 acres, be compensated for with in-kind mitigation. The potential mitigation sites, as listed, do not include any forested or shrub potential restoration sites.

Streams and Floodplains

We commend IDOT for alignment adjustments made to reduce impacts to streams and floodplains. We note that design features are routinely being planned for a 50-year flood level. We recommend these stream and floodplain crossings be redesigned taking forecast climate change and recent flooding history into consideration. Storm frequency and storm intensity have increased in recent decades. We believe these considerations may warrant using a 100-year or even 500-year flood level reference in designing stream protection and bridging/crossing structures.

Regarding stream impacts, Table 3-34 lists direct impacts to streams. Because these impacts include additional stream enclosures, the project must compensate for the proposed impacts. We recommend that the Tier 2 Final EIS include a more detailed description of the additional stream enclosures (i.e. total length of stream enclosed) and describe the proposed compensatory mitigation measures for these stream losses. Four of the potential wetland mitigation sites provided may also contain stream mitigation opportunities. EPA would support incorporating stream restoration on these sites. As we have stated at meetings, we would also support replacing culverts with three-sided natural bottom structures to reestablish a more natural watercourse under the roadway and to provide opportunities for stepped banking, thus providing wildlife paths of connectivity.

Riparian buffers along streams have important functions as noted on page 3-195. The referenced Sections 3-10 and 3-13 are not clear about how riparian impacts will be specifically mitigated. We recommend that even though the existing habitats are of low quality, their functions need to be reinstated. Specifically, we are concerned about the functions of providing cover for fish and wildlife, keeping streams cool, minimizing bank erosion and enhancing soil stability, contributing organic materials to the food chain, and providing areas of dappled sunlight environments for aquatic life forms. We believe these can be created without compromising the FAA safety requirements.

Stormwater Runoff

Discussion of the many sites where stormwater runoff will occur and how to manage these streams are still under way in our NEPA/404 merged meetings. The Tier 2 Final EIS should

9 include a conclusive discussion of which IDOT best management practices (BMPs) will be utilized to attain both effective management of these waters, including pretreatment before discharging to waterways, and meeting FAA requirements for safety. As mentioned in the DEIS, we expect to participate in development of such a BMP plan.

10 MITIGATION of IMPACTS

We commend the DEIS preparers for their inclusion of Sections 3-21 and 3-22. Many impacts are appropriately addressed in the DEIS, including mitigation proposals. While Table 3-54 is very useful in identifying the possible impacts of the project build alternatives, we recommend that a similar summary table be included in future NEPA documents, clarifying each impact within categories, and providing sufficient information for each specific impact and associated mitigation to be identified and understood as to location, nature of what is impacted (i.e. size, quality, description, etc.), and the specifics concerning mitigation for that impact. Where appropriate, indicate any commitments to mitigation monitoring and maintenance, including goals, and indicate what entity will manage proposed adaptive management mitigations.

We appreciate the opportunity to review this document. If you have any questions, or wish to discuss our comments further, please contact me or Norm West of my staff at (312)-353-5692 or at west.norman@epa.gov.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Peter E. Harnet, IDOT
Shawn Cirton, U.S. Fish and Wildlife Service
Kathy Chernich, U.S. Army Corps of Engineers



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 4, 2012

Mr. Kenneth A. Westlake
Chief, NEPA Implementation Section
U.S. Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Westlake:

Thank you for your comments on the Elgin O'Hare – West Bypass Draft Environmental Impact Statement (EIS). We offer the following in response.

Purpose and Need

1

We acknowledge your comment that the Purpose and Need was carried forward from Tier One and concurred upon by NEPA/404 Merger Group members in September 2011.

Alternatives

2

Your office stated that consensus was reached on the Tier One alternative to carry forward into Tier Two. Furthermore, updated design horizon and traffic information has influenced the detailed design advanced on the Tier Two alternatives. USEPA provided concurrence on the Tier Two Range of Alternatives in October 2011. The Build Alternative comprises the Elgin O'Hare Extension and the West Bypass as a tolled facility.

- The USEPA has been very involved with the overall Elgin O'Hare – West Bypass process from its very beginnings in 2007. Your office has assisted in the development of alternatives, and has carefully reviewed the analysis leading to the alternatives carried forward. As mentioned, the USEPA and other agencies concurred with the Tier Two alternatives to be carried forward on October 17, 2011. Concurrence for the preferred Tier Two alternative was received on September 6, 2012.

Mr. Kenneth A. Westlake
 October 4, 2012
 Page 2

Air Quality

Your office stated support for the project's air quality techniques and advocated for use of Best Management Practices (BMP) to minimize construction impacts on air quality.

- This project used the latest FHWA air quality model in the analysis of PM 2.5 emissions and green house gases. The approach in the analysis was fully coordinated with USEPA, IEPA, CMAP, IDOT, and FHWA. The outcome of this process now serves as an example for others throughout the country. In reference to construction related dust control and the reduction of diesel emissions, the Illinois Tollway has developed proactive specifications for the control of each as written in the Tollway's Supplemental Specifications Section 107.3 (Dust Control), and Section 107.37 (Diesel Emissions). Furthermore, the Illinois Tollway specifies that portable message signs be solar powered, thus avoiding uncontrolled emissions from small engines (Section 1201.02). The other examples for reducing air emissions during construction will be taken under consideration.

Wetlands

Your office indicated preferences related to wetlands including: (1) selection of a final mitigation option during the Clean Water Act Section 404 permit process – not prior; (2) wetland restoration over wetland creation; and (3) forested wetland and scrub-shrub wetlands be mitigated in-kind.

- We discussed wetland mitigation in greater detail at the July 23, 2012 meeting with your office and other relevant resource agencies. The preference for wetland restoration over wetland creation was discussed at that meeting and is noted.
- Information regarding several potential wetland mitigation sites (off-site, but within the Des Plaines River watershed) was previously provided to your office for review and comment.
- Potential mitigation sites were also discussed at the July 23, 2012 meeting. The mitigation approach and site selection will continue to be coordinated with your office (and the other resource agencies). Although we may refine the list of potential mitigation sites and continue to discuss options prior to permitting, a final decision regarding wetland mitigation approach and site selection will be completed during the Section 404 permitting process.

Mr. Kenneth A. Westlake
 October 4, 2012
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- If a final decision is made to provide wetland mitigation off-site, the mitigation plans (including proposed community types) will be coordinated with the property owner/entity that will be responsible for long-term management (e.g., forest preserve district) as well as with state and federal resource agencies. As part of this coordination, a conceptual plan that identifies proposed community types will be prepared.

Streams and Floodplains

Your office recommended that stream and floodplain crossings be re-designed to consider the 100-year or 500-year storm events (regarding stream protection and bridging/crossing structures).

5

- As part of the proposed improvements, several existing roadways will be widened. Several of the drainage structures along these roads will remain in place and will be extended, as necessary. The Elgin-O'Hare Expressway will be extended east from IL Route 53 to O'Hare Airport (within the existing Thorndale Avenue corridor). Existing Thorndale Avenue will be re-established as a frontage/service road that will flank the proposed Elgin-O'Hare Expressway. The West Bypass will be constructed on new alignment.
- All new crossing structures have been designed in accordance with state and federal requirements. Existing structures that will remain have also been evaluated. If the existing structures need to be upgraded, they will be replaced to meet design requirements. Proposed erosion controls (including stream protection) will be designed in accordance with National Pollutant Discharge Elimination System (NPDES) requirements and will be reviewed as part of the Clean Water Act Section 404 permit process.
- As noted in the comments, structures are designed for the 50-year storm. However, larger storm events (up to the 500-year storm) are considered in design. For example, as part of the drainage design process, analyses are completed to confirm that the 500-year flood stage will not overtop the roadway edge of pavement according to Illinois Tollway design criteria.

6

Your office requested that the Tier Two Final EIS include more detail on the additional stream enclosures (i.e., total length of stream enclosed) and that the proposed compensatory mitigation measures for these impacts be described in more detail. We understand that your office supports stream restoration at the wetland mitigation sites under consideration.

- More detail on stream impacts (including total stream length enclosed) will be provided in the Final EIS.

Mr. Kenneth A. Westlake

October 4, 2012

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- As noted above (under Wetlands), we will continue to coordinate mitigation approach/site selection with USEPA and the other resource agencies. Depending on the potential mitigation site(s) that are selected, mitigation for unvegetated waters of the U.S. could include strategies such as re-meandering channelized streams, removing/replacing existing drain tiles/culverts with stabilized stream channels, stabilizing eroded streambanks, constructing in-stream habitat, and creating riparian buffer.

Your office also mentioned that USEPA supports: (1) replacing culverts with three-sided natural bottom structures to re-establish a more natural watercourse under the roadway and (2) providing opportunities for stepped banking/ terrestrial wildlife passage.

7

- Regarding the culverts, as previously mentioned, the proposed improvements consist of widening several existing roadways and extending several existing culverts along these roads (additional detail regarding specific stream crossings is also provided below). The culverts that will be extended are not proposed to be replaced, unless the culvert needs to be upgraded to meet drainage requirements. New culverts at waterways and/or wetlands will be designed to accommodate both anticipated high-water flows and low-water flows to minimize any negative effects to the aquatic ecosystem. Per the Illinois Tollway drainage design criteria, culverts are designed for the 50-year peak flow and checked for the 100-year and 500-year peak flows to avoid overtopping.
- As specified in subsection 3.21 (*Environmental Commitments*) of the Final EIS, the bottom of new box or pipe culverts will be buried below streambed elevations to maintain a more natural appearance, when feasible. Bottomless culverts will be considered in final design, when feasible, based on size of the span, cost, geometry, skew, and potential environmental impacts associated with its installation. Thus far, we already have identified one location where several three-sided box culverts are proposed near the Elgin-O'Hare Expressway/I-290 interchange. It is important to note that if a culvert is less than 48 inches wide (e.g., diameter), it is very difficult to place riverbed material within the entirety of the pipe.

Terrestrial wildlife crossings were considered for inclusion within riparian corridors/stream crossings and greenways. In general, the greenways and riparian corridors that cross the project corridor are located at the stream crossings (see Exhibit 3-20 in the Draft EIS). The summary below provides the determination to include or exclude wildlife crossings:

- Salt Creek will be bridged by the proposed Elgin-O'Hare Expressway, and will provide space for terrestrial wildlife crossings.

- Existing Thorndale Avenue will be re-established as a frontage/service road that will flank the proposed Elgin-O'Hare Expressway; the bridge will remain in place and is not proposed to be modified. The existing bridge is approximately 134 feet wide and has stub abutments with slopewall/riprap at Salt Creek. There is no shelf for terrestrial wildlife under the existing bridge and thus wildlife movement is limited in the existing condition. Wildlife access will be accommodated to the extent the existing bridge allows.
- There are no proposed improvements at the West Branch DuPage River, Spring Brook, or Silver Creek – therefore, no terrestrial wildlife crossings are proposed at these creeks as part of this project.
- At Meacham Creek, Addison Creek, and the Devon Avenue Tributary (at I-290) the existing box culverts are to remain in place. The culverts will be extended at one or both ends (depending on site conditions). Because the existing culverts are to remain in place, no additional terrestrial wildlife crossings are proposed at these creeks as part of this project.
- The proposed Willow Creek and Bensenville Ditch crossings are located immediately adjacent to, or are located on, existing O'Hare Airport property. In accordance with Federal Aviation Administration (FAA) policy, no terrestrial wildlife crossings are proposed at these creeks. In addition, there are existing upstream drainage structures at York Road, Canadian Pacific Railroad, and Union Pacific Railroad that are not included as part of this project. These upstream drainage structures may limit wildlife passage near the project corridor.
- Within the project corridor, Willow Creek South Tributary is located immediately adjacent to Thorndale Avenue and York Road in a heavily developed commercial/industrial area. The tributary is located just west of O'Hare Airport (and flows onto the airport property) and portions of the tributary are located within a Runway Protection Zone. A portion of the tributary will be slightly shifted as part of the improvements. Portions of wooded areas and other potential wildlife habitat that exist near this tributary will be displaced during construction. To meet FAA requirements, vegetation to be re-installed near the airport will consist of species that are unattractive to wildlife. For these reasons, no terrestrial wildlife crossing is proposed at this tributary.

Mr. Kenneth A. Westlake

October 4, 2012

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- Areas adjacent to the Higgins Creek crossings are primarily developed parcels with limited wildlife habitat. As part of final design, the need and potential for terrestrial wildlife crossings will be evaluated further at Higgins Creek (and its tributaries) where new culverts or bridges will be installed (at locations that are not immediately adjacent to, or on, O'Hare Airport property). Please note that under existing conditions, wildlife movement at Higgins Creek (at I-90) is limited by the existing bridge (that will remain under proposed conditions). At Touhy Avenue, the existing structure will also remain in place and no terrestrial wildlife crossing is proposed.

8

Your office requested additional information regarding mitigation for riparian impacts. Even though the existing habitats are low quality, your office stated that riparian functions need to be re-instated. Your office acknowledged the FAA wildlife attractant/safety requirements.

- Riparian mitigation has been considered in additional detail. Please note that disturbance of streamside/riparian vegetation will be kept to a minimum. Areas that are disturbed would be stabilized in accordance with NPDES and Clean Water Act Section 404 permit requirements. Tree/vegetation replacement will be guided by FAA, Tollway, and IDOT policies.
- Erosion controls, stormwater quality/quantity BMP (e.g., compensatory floodplain storage, bioswales, etc.), trees, shrubs, and other appropriate vegetation would be installed near streams to mitigate for riparian impacts. Coordination with the DuPage River Salt Creek Workgroup (DRSCW) will take place to investigate local sites within the Salt Creek Watershed that could provide additional riparian mitigation, if necessary.

It is important to note that the FAA is a signatory on the EIS and has a great deal of interest in protecting the traveling public through implementation of a variety of wildlife deterrents, including vegetation management techniques. The project must conform to an FAA wildlife hazard management advisory circular (*Hazardous Wildlife Attractants On or Near Airports*, AC No. 150/5200-33B, dated August 28, 2007) to protect the traveling public. FAA will dictate, to a large degree, what types of vegetation can be installed and where. Within the project corridor, FAA is unlikely to allow installation of vegetation that can be considered wildlife attractants that would put air travelers at risk.

Mr. Kenneth A. Westlake
October 4, 2012
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Stormwater Runoff

Your office recommended that the Final EIS include a conclusive discussion of which BMP will be used to manage/treat stormwater runoff and meet FAA safety requirements. Your office also noted that USEPA expects to participate in the development of the BMP plan.

- BMP have been an important topic of discussion with the regulatory agencies for the past year. The U.S. Army Corps of Engineers (USACOE), U.S. Fish and Wildlife Service (USFWS), and the USEPA have been unified in their objective for the EO-WB project to incorporate BMP that would enhance the water quality of storm runoff from the roadway pavements before reaching nearby receiving waters. The Draft EIS contains preliminary information pertaining to BMP in the form of exhibits showing the potential locations for BMP in the project corridor. IDOT and the regulatory agencies agreed that the Final EIS would advance the plan for BMP to a concept level showing the feasible locations and types of BMP that would provide effective management of the runoff and its quality. At the July 23, 2012 meeting, your office and other resource agencies (including the USACOE and USFWS) agreed, in principle, that that the BMP concept plan had sufficient detail for the Final EIS and that specific details would be coordinated during the Section 404 Clean Water Act permitting process.
- It is important to note that final details for BMP can only be determined at the time final site civil engineering is completed because they are mutually dependent. Interim engineering plans will be submitted to the USACE for review and approval prior to construction where resource impacts occur.

Mitigation of Impacts

Your office requested that further details be provided in subsequent NEPA documents matching mitigation measures with their associated impacts. Where possible, monitoring and maintenance measures that are expected to be taken should be identified.

- Mitigation that replaces environmental loss and serves to sustain the environment in the region has been the objective of the sponsoring agencies of the EO-WB project. IDOT will consider providing more detailed mitigation summary tables in subsequent NEPA documents.

IDOT and the Illinois Tollway will continue to coordinate with your office.

Mr. Kenneth A. Westlake
October 4, 2012
Page 8

If you have any questions or need additional information, please contact me or
Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at
ronald.krall@illinois.gov.

Very truly yours,

A handwritten signature in blue ink, appearing to read "John Fortmann".

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

cc: Norm West, USEPA

✓ Ron Krall



DEPARTMENT OF THE ARMY
 CHICAGO DISTRICT, CORPS OF ENGINEERS
 111 NORTH CANAL STREET
 CHICAGO, ILLINOIS 60606-7206

BUREAU OF PROGRAMMING
 RECEIVED

JUL 02 2007

DISTRICT #1

REPLY TO
 ATTENTION OF:

Technical Services Division
 Regulatory Branch
 LRC-2007-802

SUBJECT: Response to the Draft EIS for the Elgin O'Hare West Bypass Project Located in Cook County, Illinois

Ron Krall
 Deputy Director of Highways, Region One Engineer
 Illinois Department of Transportation
 201 West Center Court
 Schaumburg, IL 60196

Dear Mr. Krall:

This is in regards to your request for comments on the Draft Environmental Impact Statement (DEIS) for the Elgin O'Hare West Bypass (EOWB) project. The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has completed a DEIS which was sent to the NEPA 404 cooperating agencies for comment. Please reference the Corps comments below the quoted statement from the DEIS:

3.10, "Water Resources and Aquatic Habitats",

"The intent of the EO-WB project would be to maintain/improve the quality and quantity of aquatic resources identified in the plans, as applicable".

The Corps is in agreement that the integrity of the waterways and the improvement in water quality and quantity of remaining aquatic resources within the corridor is critical to the protection of the resources. The implementation of approved and viable Best Management Practices (BMP's) and the minimization of impacts to wetlands and waterways will help to facilitate this goal.

3.10.1.1, "Water Resources"

"Ten creeks and their tributaries, two lakes and 40 non-wetland ponds were identified in the vicinity of the project corridor. The INHS pre-determined that the non-wetland ponds are non-jurisdictional, with no further discussion of these areas offered in the Draft DEIS".

The wetland delineation should include site investigations for these areas, along with a formal jurisdictional determination completed by the Corps prior to submittal of the application (if

3 needed). If impacts to the ponds are being mitigated for under the State Interagency Wetland Policy Act, further discussion of the impacts and possible mitigation opportunities is warranted.

"Two lakes have been identified adjacent to the project corridor, with one being a Corps approved wetland mitigation project".

4 It is stated that in several portions of the DEIS the project corridor streams have no special designations with respect to function, value, or high quality and that the waterways are currently degraded in nature and water quality impairments from high levels of siltation, urban debris and chemical processes. Please be informed that BMP's to protect the existing mitigation sites, existing wetlands and waterways within and adjacent to the project corridor shall be required if the areas will be subject to additional surface water runoff.

3.10.2.1, Construction Impacts to Surface Waters"

5 "The existing channel between Thorndale Avenue and York Road would be filled and realigned.

In the event that any waterway is proposed to be realigned for construction of the project, the agencies shall be informed of such an activity prior to submittal of the permit application. Please be informed that the realignment of a creek and the extension and/or addition of a new box culvert in any waterway is considered impact and mitigation will be required.

3.10.2.2, "Operational Impacts to Surface Waters"

6 "Stormwater detention facilities would be constructed to compensate for the increased impervious surface. The detention facilities will follow Illinois Tollway and IDOT drainage requirements for highway systems (including consideration of local stormwater management ordinances)".

While the Corps recognizes the need to follow other design criteria, please be informed that there are specific design requirements for Corps approved BMP's that shall be considered when designing the stormwater facilities.

7 "With proper best management practices implementation, the project is not expected to exceed water quality standards for heavy metals".

Please keep in mind that appropriately designed BMPS for water quality may not be what is being proposed for agency review, due to the FAA requirements for wildlife controls taking precedent over other agency requirements.

8 "Under existing conditions, several best management practices area already in place along the project corridor west of IL 53, where Spring Brook, Meacham Creek, and West Branch Dupage River are located, so the anticipated change in stormwater quality is smaller for these streams".

Discuss the BMPS already existing within the project corridor and the efficiency and effectiveness of the facilities in treating additional pollutants from the project.

"Several waters are impaired for support of aquatic life. As a result, the dominant fish species are pollution tolerant, and potential impacts to fishing and other recreational surface water uses near the proposed improvements are anticipated to be minimal with implementation of BMP's".

9

This statement is being made in many sections of the Draft DEIS. Please keep in mind that appropriately designed BMPS for water quality are not being proposed to the agencies, and that FAA requirements for wildlife controls seem to be taking precedent over agency design requirements. The fact that the streams within the project corridor may already be impaired and that species utilizing the waterways may be more tolerant of contaminants does not take precedent over the installation and continued management of appropriately designed BMP's to protect the integrity of the existing aquatic systems.

3.10.3, "Measures to Minimize Harm and Mitigation"

"Final stabilization would follow the applicable Landscaping and Erosion Control Section of the IDOT and the Illinois Tollway standard specifications".

10

While the Corps does recognize the effectiveness of some of the soil erosion and sediment control (SESC) practices in the above-reference manuals, additional SESC measures will be required by the agencies for the stabilization of all disturbed and undeveloped areas, such as the planting of native species in lieu of typical upland landscape grasses.

"Mitigation for Permanent Fill placed in jurisdictional waters of the US would be accomplished in conjunction with wetland mitigation either through the purchase of wetland credits at an Corps approved mitigation bank or at an offsite mitigation location".

11

The Corps and other Federal agencies has determined that mitigation requirements for permanent impacts to Wetlands and Waters of the U.S. shall be satisfied at an offsite location in lieu of a mitigation bank. The mitigation requirements for the project will be in excess of 50 acres which should be compensated for under a single mitigation project and not subject to several different methods of mitigation. Mitigation accomplished at several locations is not a preferred method for large projects such as the O'Hare West Bypass. Mitigation to offset impacts to Waters of the US shall also include opportunities for stream restoration and enhancement which cannot be satisfied at a Corps approved mitigation bank since there are no banks within the District boundaries that offer this type of mitigation.

3.10.4 "Indirect and Cumulative Water Resource Impacts"

12

"More development through infilling and selective redevelopment is expected to occur in the vicinity of the project corridor over the next 30 years. Additional impervious surfaces may be constructed as part of the anticipated development. Areas that are unprotected open, underdeveloped, or underused space may be developed to take advantage of better transportation and access. These effects would be most noticeable in proximity to the proposed Elgin O'Hare and West Bypass corridors."

12 It is highly encouraged to require additional BMP's for further protection of wetlands and Waters of the US from anticipated future developmental impacts within the project corridor. Proposed BMP's could be oversized to allow for such development since all open space within the corridor is more than likely slated for future development.

3.12.2.1, "Floodplains"

13 The proposed corridor would involve a transverse encroachment of the Bensenville Ditch and Willow Creek where there is no encroachment in the existing condition. Longitudinal encroachments occur where the roadway runs parallel to the floodplain."

All longitudinal and transverse encroachments shall be considered impact and added to the total acreage requirement for mitigation.

3.12.3.1, O'Hare Airport and FAA Guidelines"

14 "On-stream incremental compensatory storage would be used to accommodate flood stage storage lost to roadway fill that would be placed in the floodplain. Combined with proposed detention sites, the creeks would be able to flow onto O'Hare Airport without increasing the flow rates or elevation of the water surface".

On-stream or on-line compensatory storage is generally not allowed under our permitting program. Alternative designs for providing compensatory storage off-line of jurisdictional waterways and wetlands shall be considered.

3.13.1, "Affected Environment"

15 "The INHS did not evaluate wetland area on airport property; however, wetland data from the OMP was used for these overlapping project areas. The West Bypass corridor includes approximately 0.3 acres of wetland area (as of early June 2010) within OMP limits. The OMP obtained a Section 404 CWA permit from the USACE in December 2005 for airport improvements.

The 0.3 acre impact was approved for the OMP project only and permitted to the City of Chicago. Please be informed that the wetland cannot be filled by another entity to facilitate another project's purpose.

3.13.2.1, "Acreage Impacts"

16 "The proposed project would impact up to 53 wetland sites (totaling approximately 24.4 acres) under the Build Alternative".

Please confirm whether the impacts of 24.4 acres also includes impacts to Waters of the U.S for road crossings, roadways, grading activities, stormwater facilities, etc.

17

"Wildlife Habitat", Two wetlands with high-quality wildlife habitat were identified by INHS within the project corridor at Sites 84 and 125. These wetland sites are relatively large marshes and the impact would be located at the perimeter of the wetland".

Due to the proposed impacts along the perimeter of the wetlands, buffers planted in native species and BMP's to intercept stormwater runoff from future development within the corridor is required.

18

"Stabilization of Streambanks and Shorelines", Streambank stabilization functions of the impacted wetlands will be compensated by vegetative and/or structural methods".

It is unclear as to what this statement is referring to. Any impacted streambank shall be regarded and revegetated with native species according to the Corps requirements.

19

3.13.3.1, "Wetland Avoidance and Minimization of Impacts"

"Final avoidance and minimization factors will be reviewed either in the ROD or during the permitting process"

Please be informed that the Corps may require further avoidance and minimization of the impacts the event that all agency concerns have been adequately addressed prior to completion of the ROD. This could occur after submittal of the joint application form as well.

20

3.13.3.2, "Wetland Compensation"

"IDOT and the Illinois Tollway have separate agreement with IDNR, which determine the mitigation ratios for each impact. The Illinois Tollway will be responsible for coordinating final ratios with IDNR prior to the permitting process. IDNR prefers that wetland mitigation for the project consider the use of existing wetland mitigation banks and/or the use of land that is either an unprotected natural area or open space not currently protected by a resource agency".

There seems to be conflicting mitigation requirements as required by the IDNR and by the Corps. The Illinois Tollway will need to coordinate with the two agencies for resolution of the final mitigation ratios for the impacts to wetlands. For example, the mitigation ratio for impacting a forested wetland under the Corps permitting program could be upwards of 15:1 in some instances vs. a mitigation ratio of 4:1 under the State Interagency Policy Act.

21


"To minimize agency concerns regarding mitigation, another concept that is being considered is "advanced mitigation".

Advanced mitigation is not an acceptable form of mitigation in the District. Restoration and/or enhancement work on wetland and Waters of the US that is completed in advance of a project being permitted will not be approved.

- 6 -

The District appreciates the opportunity to comment and looks forward to working with Federal and other lead agencies in completing the NEPA 404 review process for the project. If you have any questions, please contact Kathy Chernich, chief, East Section, Regulatory Branch by telephone at (312) 846-5531, or email at kathy.g.chernich@usace.army.mil.

Sincerely,



Leesa A. Beal
Chief, Regulatory Branch

Copy Furnished

U.S. Environmental Protection Agency (Norman West)
U.S. Fish and Wildlife Service (Shawn Cirton)
Federal Highway Administration (Stoner)



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

September 26, 2012

Ms. Leesa A. Beal
Chief, Regulatory Branch
U.S. Army Corps of Engineers
111 North Canal Street, Suite 600
Chicago, IL 60606

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Ms. Beal:

Thank you for the comments provided by your office on the Elgin O'Hare – West Bypass (EOWB) Draft Environmental Impact Statement (EIS). Our responses to your comments are listed below.

Section 3.10: Water Resources and Aquatic Habitats

Comment 1: "The intent of the EO-WB [Elgin O'Hare – West Bypass] project would be to maintain/improve the quality and quantity of aquatic resources in the project corridor, as applicable."

1

The Corps is in agreement that the integrity of the waterways, the improvement in water quality and quantity of remaining aquatic resources within the corridor is critical to the protection of the resources. The implementation of approved and viable Best Management Practices (BMPs) and the minimization of impacts to wetlands and waterways will help to facilitate this goal.

Response 1: Noted. We will continue to work with your office on water quality/quantity BMPs. Additional wetland/waters avoidance/minimization strategies will be evaluated as engineering design progresses and as part of the Section 404 Clean Water Act permit process.

Section 3.10.1.1: Water Resources

2

Comment 2: "Ten creeks and their tributaries, two lakes and 40 non-wetland ponds were identified in the vicinity of the project corridor." The INHS [Illinois Natural History Survey] pre-determined that the non-wetland ponds are non-jurisdictional, with no further discussion of these areas offered in the Draft EIS.

The wetland delineation should include site investigations for these areas, along with a formal jurisdictional determination completed by the Corps prior to submittal of the application (if needed).

Ms. Beal
 September 26, 2012
 Page 2

2 **Response 2:** INHS referenced the federal wetland delineation methodology (i.e., 1987 Delineation Manual and Regional Supplement) for the EO-WB project. The wetland delineation reports include data on soils, hydrology, and plant lists (including dominant vegetation). The wetland reports include data points in wetland areas, as well as non-wetland areas. Data points are provided for a number of non-wetland ponds in the wetland delineation reports.

As requested, the wetland and waters delineation reports were provided to your office for review in February 2011. To date, we have not received any comments. If a jurisdictional determination or field visit is required, we are available to arrange for a field visit with USACOE and INHS, as necessary.

3 **Comment 3:** If impacts to the ponds are being mitigated for under the State Interagency Wetland Policy Act, further discussion of the impacts and possible mitigation opportunities is warranted.

Response 3: Wetland impacts (including wetland ponds) are being coordinated with the Illinois Department of Natural Resources (IDNR) and are discussed in Section 3.13 of the Draft EIS. Mitigation for non-wetland ponds is not required under the Interagency Wetland Policy Act.

Comment 4: "Two lakes have been identified adjacent to the project corridor, with one being a Corps approved wetland mitigation project."

4 It is stated that in several portions of the Draft EIS the project corridor streams have no special designations with respect to function, value, or high quality and that the waterways are currently degraded in nature and water quality impairments from high levels of siltation, urban debris and chemical processes. Please be informed that BMPs, in order to protect the existing mitigation sites, existing wetlands and waterways within and adjacent to the project corridor, shall be required if the areas will be subject to additional surface water runoff.

Response 4: Noted. Soil erosion and sediment controls will be installed to protect wetland and waters during construction. Post construction water quality/quantity BMPs (including vegetative buffers) will also be provided to protect wetlands and waters (including existing mitigation sites) that are to remain within and adjacent to the project corridor from additional surface runoff. As engineering details/design progress, BMP development will continue to be coordinated with your office, Federal Aviation Administration (FAA), and other resource agencies. This issue was discussed in greater detail at our July 23, 2012 meeting.

Ms. Beal
 September 26, 2012
 Page 3

Section 3.10.2.1: Construction Impacts to Surface Waters

Comment 5: "The existing channel between Thorndale Avenue and York Road would be filled and realigned."

In the event that any waterway is proposed to be realigned for construction of the project, the agencies shall be informed of such an activity prior to submittal of the permit application. Please be informed that the realignment of a creek and the extension and/or addition of a new box culvert in any waterway is considered impact and mitigation will be required.

Response 5: Within the project corridor, Willow Creek South Tributary is located immediately adjacent and parallel to the north side of Thorndale Avenue and the west side of York Road in a heavily developed commercial/industrial area. The tributary was relocated in the past and is located just west of O'Hare Airport (and flows east towards the airport) and portions of the tributary are located within a Runway Protection Zone (RPZ). The proposed impact to the tributary is associated with the construction of numerous ramps and other roadway improvements for the Elgin-O'Hare Expressway and West Bypass Corridors System Interchange. A portion of the tributary will be slightly shifted (closer to its original alignment) to accommodate the system interchange design. Additionally, the FAA has indicated that the portion of the tributary that is located within the RPZ should be placed within a culvert for the safety of the air traveling public.

More detail on stream impacts (including total stream length enclosed in culverts) will be provided in the Final EIS. We understand that any creek realignment and extension or addition of a new box culvert in any jurisdictional waterway is considered impact and mitigation will be required. Given that there are other culverts proposed to be constructed in jurisdictional waterways, an understanding of the mitigation required for each would be appreciated. Mitigation was discussed in additional detail at our July 23, 2012 meeting.

Section 3.10.2.2: Operational Impacts to Surface Waters

Comment 6: "Stormwater detention facilities would be constructed to compensate for the increased impervious surface. The detention facilities will follow Illinois Tollway and IDOT drainage requirements for highway systems (including consideration of local stormwater management ordinances)."

While the Corps recognizes the need to follow other design criteria, please be informed that there are specific design requirements for Corps approved BMPs, that shall be considered when designing the stormwater facilities.

Response 6: Noted. As engineering details/design progress, BMP development will continue to be coordinated with your office, the FAA, and other resource agencies. This issue was discussed in greater detail at the July 23, 2012, meeting with your office.

6 | It is important to note that final details for BMPs can only be determined at the time final site civil engineering is advanced. Final grading and drainage plans will be submitted to the USACOE for review prior to construction.

7 | **Comment 7:** "With proper BMP implementation, the project is not expected to exceed water quality standards for heavy metals."

Please keep in mind that appropriately designed BMPs for water quality may not be what is being proposed for agency review, due to the FAA requirements for wildlife controls taking precedent over other agency requirements.

7 | **Response 7:** We understand that criteria regarding BMP design will need to be finalized. BMP development will continue to be coordinated with your office, the FAA, and other resource agencies. This issue was discussed in greater detail at a recent meeting on July 23, 2012. At this meeting, the USACOE and other resource agencies (including the U.S. Environmental Protection Agency (USEPA), the U.S. Fish and Wildlife Service (USFWS), and the FAA) agreed, in principle, that that the BMP concept plan developed for the EO-WB had sufficient detail for the Final EIS and that specific details could be coordinated during the Section 404 Clean Water Act permitting process.

8 | **Comment 8:** "Under existing conditions, several BMP are already in place along the project corridor west of IL Rte 53, where Spring Brook, Meacham Creek, and West Branch DuPage River are located, so the anticipated change in stormwater quality is smaller for these streams."

8 | Discuss the BMPs already existing within the project corridor, and the efficiency and effectiveness of the facilities in treating additional pollutants from the project.

8 | **Response 8:** The existing BMPs west of IL Rte 53 have been included in the BMP evaluation. The BMP evaluation was discussed at our July 23, 2012 meeting. To the extent practical, additional information regarding BMPs will be included in the Final EIS.

9 | **Comment 9:** "Several waters are impaired for support of aquatic life. As a result, the dominant fish species are pollution tolerant, and potential impacts to fishing and other recreational surface water uses near the proposed improvements are anticipated to be minimal with implementation of BMPs."

9 | This statement is being made in many sections of the Draft EIS. Please keep in mind that appropriately designed BMPs for water quality are not being proposed to the agencies, and that FAA requirements for wildlife controls seem to be taking precedent over agency design requirements. The fact that the streams within the project corridor may already be impaired, and that species utilizing the waterways may be more tolerant of contaminants, does not take precedent over the installation and continued management of appropriately designed BMPs, in order to protect the integrity of the existing aquatic systems.

Ms. Beal
 September 26, 2012
 Page 5

9 | **Response 9:** Noted. We appreciate the input that your office has provided to date regarding BMPs, and understand that water quality is an important concern for the project corridor subwatersheds. As engineering details/design progress, BMP development will continue to be coordinated with your office, the FAA, and other resource agencies.

| **Section 3.10.3: Measures to Minimize Harm and Mitigation**

| **Comment 10:** "Final stabilization would follow the applicable Landscaping and Erosion Control Section of the IDOT and the Illinois Tollway standard specifications."

10 | While the Corps does recognize the effectiveness of some of the soil erosion and sediment control (SESC) practices in the above-referenced manuals, additional SESC measures will be required by the agencies for the stabilization of all disturbed and undeveloped areas, such as the planting of native species in lieu of typical upland landscape grasses.

| **Response 10:** Noted. Proposed SESC practices will be designed in accordance with National Pollutant Discharge Elimination System (NPDES) requirements and will be reviewed as part of the Section 404 Clean Water Act permit process. Plant species listed in the *O'Hare Modernization Program Master Specifications*, "Section 02905: Sustainable Airport Landscaping," will also be considered when designing seed mixes to address FAA wildlife hazard safety requirements. This plant list includes several native species and was previously provided to your office for review.

| **Comment 11:** "Mitigation for Permanent Fill placed in jurisdictional waters of the U.S. would be accomplished in conjunction with wetland mitigation either through the purchase of wetland credits at a Corps approved mitigation bank or at an offsite mitigation location."

11 | The Corps and other Federal agencies have determined that mitigation requirements for permanent impacts to wetlands and waters of the U.S. shall be satisfied at an offsite location in lieu of a mitigation bank. The mitigation requirements for the project will be in excess of 50 acres, which should be compensated for under a single mitigation project and not subject to several different methods of mitigation. Mitigation accomplished at several locations is not a preferred method for large projects such as the O'Hare West Bypass.

| Mitigation to offset impacts to waters of the U.S. shall also include opportunities for stream restoration and enhancement, which cannot be satisfied at a Corps approved mitigation bank since there are no banks within the District boundaries that offer this type of mitigation.

Ms. Beal
 September 26, 2012
 Page 6

11

Response 11: Noted. Information on several potential wetland and waters mitigation sites (offsite, but within the Des Plaines River watershed) was previously provided to your office. Your office provided preliminary comments and requested additional information on three sites. As of receipt of this letter, this additional information has been or will soon be provided to your office.

Mitigation site selection will continue to be coordinated with your office (and the other resource agencies). Although we may refine the list of potential mitigation sites and continue to discuss options prior to Section 404 Clean Water Act permitting, a final decision regarding wetland mitigation site selection is anticipated to take place during the permitting process.

Section 3.10.4: Indirect and Cumulative Water Resource Impacts

12

Comment 12: "More development through infilling and selective redevelopment is expected to occur in the vicinity of the project corridor over the next 30 years. Additional impervious surfaces may be constructed as part of the anticipated development. Areas that are unprotected open, underdeveloped, or underused space may be developed to take advantage of better transportation and access. These effects would be most noticeable in proximity to the proposed Elgin O'Hare and West Bypass corridors."

It is highly encouraged to require additional BMPs for further protection of wetlands and waters of the U.S. from anticipated future developmental impacts within the project corridor. Proposed BMPs could be oversized to allow for such development since all open space within the corridor is more than likely slated for future development.

Response 12: Based on our current BMP plan, we anticipate a surplus in capacity of water quality runoff storage volume for a significant number of local storm events. This issue was discussed in greater detail at our July 23, 2012 meeting.

In addition, the proposed EOWB project is located in DuPage and Cook Counties. Both Counties have (or are preparing) stormwater management and BMP requirements/ordinances for treating runoff generated from proposed development. Therefore, the majority of off-site, future development adjacent to the proposed EOWB improvements will be subject to implementing BMP programs for their individual developments in accordance with the applicable ordinance.

The DuPage County Countywide Stormwater and Flood Plain Ordinance includes requirements to implement BMPs and to manage the effects of urbanization on stormwater drainage; preserving/enhancing existing wetlands, buffers, and aquatic environments; preventing further degradation of surface water quality; incorporating water quality and habitat protection measures in all stormwater management activities; and encouraging control of stormwater quality/quantity at the most site-specific or local level.

Ms. Beal
 September 26, 2012
 Page 7

12 The goal of the pending Cook County Watershed Management Ordinance (WMO) is to establish uniform, minimum, countywide stormwater management regulations for Cook County. Components that may be regulated under the pending WMO include drainage and detention, floodplain management, wetland protection, stream habitat and riparian environment protection, SESC, and water quality.

Both ordinances are expected to provide additional protection to the preserved wetlands and waters of the U.S. from anticipated future developmental impacts near the project corridor – even without oversized BMPs within the EO-WB project corridor.

Section 3.12.2.1: Floodplains

Comment 13: “The proposed corridor would involve a transverse encroachment of the Bensenville Ditch and Willow Creek where, there is no encroachment in the existing condition. Longitudinal encroachments occur where the roadway runs parallel to the floodplain.”

All longitudinal and transverse encroachments shall be considered an impact and added to the total acreage requirement for mitigation.

13 **Response 13:** Compensatory storage will be provided for all fill in regulatory floodplains at 1.5:1 ratio according to the DuPage County Countywide Stormwater and Flood Plain Ordinance. In addition, we understand that fill placed within jurisdictional waters or wetlands will be considered an impact that will require mitigation.

Information on several potential wetland/waters mitigation sites has previously been provided to your office for review and comment. A project mitigation approach and site selection will continue to be coordinated with your office, as well as other resource agencies. Depending on the potential mitigation sites, mitigation for unvegetated waters may include re-meandering channelized streams, removing/replacing existing drain tiles/culverts with stabilized stream channels, stabilizing eroded streambanks, constructing in-stream habitat, creating riparian buffer, etc. (or a combination of these methods). Mitigation sites will comply with FAA wildlife hazard safety requirements.

Section 3.12.3.1: O'Hare Airport and FAA Guidelines

14 **Comment 14:** “On-stream incremental compensatory storage would be used to accommodate flood stage storage lost to roadway fill that would be placed in the floodplain. Combined with proposed detention sites, the creeks would be able to flow onto O'Hare Airport without increasing the flow rates or elevation of the water surface.”

Ms. Beal
 September 26, 2012
 Page 8

On-stream or on-line compensatory storage is generally not allowed under our permitting program. Alternative designs for providing compensatory storage off-line of jurisdictional waterways and wetlands shall be considered.

14

Response 14: In the Draft EIS, "on-stream" is intended to mean "adjacent to the stream." An exhibit depicting potential compensatory storage sites was previously provided to your office. Compensatory storage is not proposed within streams.

As previously stated, Willow Creek South Tributary would be slightly shifted as part of the proposed improvements. The proposed creek shift would be placed within a proposed compensatory storage area. A grading plan (showing proposed compensatory storage areas) and all proposed impacts to project corridor streams will be submitted to your office for review as part of the Section 404 Clean Water Act permit application.

Section 3.13.1: Affected Environment

15

Comment 15: "The INHS did not evaluate wetland area on airport property; however, wetland data from the OMP [O'Hare Modernization Program] was used for these overlapping project areas. The West Bypass corridor includes approximately 0.3 acres of wetland area (as of early June 2010) within OMP limits. The OMP obtained a Section 404 CWA permit from the USACOE in December 2005 for airport improvements."

The 0.3 acre impact was approved for the OMP project only and permitted to the City of Chicago. Please be informed that the wetland cannot be filled by another entity to facilitate another project's purpose.

Response 15: Noted. We anticipate that the wetlands at O'Hare Airport will be filled as part of OMP in accordance with the City of Chicago Section 404 Permit prior to December 15, 2015.

Section 3.13.2.1: Acreage Impacts

16

Comment 16: "The proposed project would impact up to 53 wetland sites (totaling approximately 24.4 acres) under the Build Alternative."

Please confirm whether the impacts of 24.4 acres also include impacts to waters of the U.S. for road crossings, roadways, grading activities, stormwater facilities, etc.

Response 16: Based on further plan refinements, potential wetland impacts have been reduced to a total of 23.0 acres. A total of 2.45 acres of impact to unvegetated waters of the U.S. would be in addition to the 23.0 acres of potential wetland impact. The impacts are based on preliminary engineering and include those necessary for road crossings, roadways, grading activities, and stormwater management facilities.

- 17 **Comment 17:** "Wildlife Habitat. Two wetlands with high-quality wildlife habitat were identified by INHS within the project corridor at Sites 84 and 125. These wetland sites are relatively large marshes and the impact would be located at the perimeter of the wetland."
- Due to the proposed impacts along the perimeter of the wetlands, buffers planted in native species and BMPs to intercept stormwater runoff from future development within the corridor is required.
- Response 17:** Noted. To the extent practicable, BMPs and a wetland buffer will be incorporated into the plan near wetland Sites 84 and 125. Native plant species that meet FAA wildlife hazard safety requirements will be considered when designing seed mixes for the wetland buffers. As engineering details/design progress, BMP development will continue to be coordinated with your office, the FAA, and other resource agencies. This issue was discussed in greater detail at our July 23, 2012 meeting.
- 18 **Comment 18:** "Stabilization of Streambanks and Shorelines. Streambank stabilization functions of the impacted wetlands will be compensated by vegetative and/or structural methods."
- It is unclear as to what this statement is referring to. Any impacted streambank shall be regraded and revegetated with native species according to the Corps requirements.
- Response 18:** Noted. Proposed grading and erosion controls (including stream protection) will be reviewed as part of the Section 404 Clean Water Act permit process. The SESC practices will be designed in accordance with IDOT/Illinois Tollway and NPDES requirements. Plant species listed in the *O'Hare Modernization Program Master Specifications*, "Section 02905: Sustainable Airport Landscaping," will also be considered when designing seed mixes to address FAA wildlife hazard safety requirements. This plant list includes several native species and was previously provided to your office for review.
- Section 3.13.3.1: Wetland Avoidance and Minimization of Impacts**
- 19 **Comment 19:** "Final avoidance and minimization factors will be reviewed either in the ROD or during the permitting process."
- Please be informed that the Corps may require further avoidance and minimization of the impacts in the event that all agency concerns have been adequately addressed prior to completion of the R.O.D. [Record of Decision]. This could occur after submittal of the joint application form as well.
- Response 19:** Noted. Additional wetland avoidance/minimization strategies will be evaluated as engineering design progresses prior to issuance of the R.O.D. or as part of the Section 404 Clean Water Act permit process.

Section 3.13.3.2: Wetland Compensation

Comment 20: "IDOT and the Illinois Tollway have separate agreements with IDNR, which determine the mitigation ratios for each impact. The Illinois Tollway will be responsible for coordinating final ratios with IDNR prior to the permitting process. IDNR prefers that wetland mitigation for the project consider the use of existing wetland mitigation banks and/or the use of land that is either an unprotected natural area or open space not currently protected by a resource agency."

20 There seems to be conflicting mitigation requirements as required by the IDNR and by the Corps. The Illinois Tollway will need to coordinate with the two agencies for resolution of the final mitigation ratios for the impacts to wetlands. For example, the mitigation ratio for impacting a forested wetland under the Corps permitting program could be upwards of 15:1 in some instances vs. a mitigation ratio of 4:1 under the State Interagency Policy Act.

Response 20: Noted. Wetland mitigation sites and final compensation ratios will be coordinated with the IDNR under the 1989 Interagency Wetlands Policy Act and with the USACOE under Section 404 of the Clean Water Act.

Please note that the wooded wetlands (referred to as forested depressions by INHS) that are currently proposed to be impacted, do not appear to meet the definition of a high quality aquatic resource. The wooded wetlands have low floristic qualities (FQI and C-value) that do not meet the high quality aquatic resource criteria specified in the re-issued Regional Permit Program. The wooded wetlands are dominated by common, weedy, pioneer species, such as silver maple (*Acer saccharinum*), eastern cottonwood (*Populus deltoides*), box elder (*Acer negundo*), and green ash (*Fraxinus pennsylvanica sub.*). These wetlands are not dominated by oaks (*Quercus* spp.) or other native trees listed in the description of a high quality forested wetland found in Appendix A of the Regional Permit Program.

Comment 21: "To minimize agency concerns regarding mitigation, another concept that is being considered is 'advanced mitigation'."

21 Advanced mitigation is not an acceptable form of mitigation in the District. Restoration, and/or enhancement work on wetland and waters of the U.S. that is completed in advance of a project being permitted will not be approved.

Response 21: Noted. Information on several potential wetland mitigation sites was previously provided to your office for review and comment. Mitigation site selection will continue to be coordinated with your office.

We, look forward to continued coordination and dialogue with your office on this important project.

Ms. Beal
September 26, 2012
Page 11

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

A handwritten signature in dark ink, appearing to read "John Fortmann", written in a cursive style.

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

cc: Kathy Chernich, USACOE



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 • (217) 782-3397

PAT QUINN, GOVERNOR

JOHN J. KIM, INTERIM DIRECTOR

217-782-0547

RECEIVED
APR 13 2012

DIST. ONE - DESIGN

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Illinois Department of Transportation
Division of Highways/Region One/District One
201 West Center Court
Schaumburg, IL 60196-1096

RE: Tier Two Elgin O'Hare – West Bypass project Draft Environmental Impact Statement

Dear Ms. O'Keefe:

Thank you for the opportunity to review the draft Environmental Impact Statement for the Tier Two Elgin O'Hare West Bypass project.

1 The Agency has no objections to the project; however a construction permit may be required from the Division of Public Water Supplies if the project involves the relocation of any water mains. Also, if one or more acres are disturbed during construction, a construction site activity stormwater NPDES permit will be required from the Division of Water Pollution Control. You may contact Al Keller, 217-782-0610, with questions.

2 The Bureau of Air has no objections; however asbestos and lead paint should be addressed before actual repairs are performed to ensure proper abatement is done if needed. If abatement is needed, notification will be required 10 working days prior to the project start date. Contact Alan Grimmatt for all questions on this matter at 217-557-1438.

Solid and hazardous waste must be properly disposed of or recycled.

Sincerely,

Lisa Bonnett
Deputy Director



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

August 31, 2012

Ms. Lisa Bonnett
Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P.O. Box 19276
Springfield, IL 62794

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Ms. Bonnett:

Thank you for the comment you provided on the Elgin O'Hare - West Bypass Draft Environmental Impact Statement (EIS). We appreciate your support of the project, and the working relationship that has spanned the entire process.

1 & 2

The Illinois Department of Transportation (IDOT) appreciates IEPA's reference to the potential need for construction permits for the relocation of water mains, stormwater discharge permits, and management of special wastes. Coordination with IEPA will be arranged by the implementing agency (Illinois Tollway) to satisfy these regulatory matters.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



Robert F. Flider, Acting Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

April 16, 2012

Ms. Diane O'Keefe, P.E.
Deputy Director of Highways
Division of Highways/District One
201 West Center Court
Schaumburg, Illinois 609196-1096

BUREAU OF PROGRAMMING
RECEIVED

APR 18 2012

DISTRICT #1

Re: Tier Two Draft Environmental Impact Statement (EIS)
for the Elgin O'Hare-West Bypass (EO-WB)
Cook and DuPage Counties, Illinois
Federal Highway Administration, Illinois Department of Transportation, Federal Aviation
Administration

Dear Ms. O'Keefe:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with the Tier Two Elgin O'Hare-West Bypass (EO-WB) Draft Environmental Impact Statement. The project was examined for its compliance with IDOT's Agricultural Land Preservation Policy as well as Illinois' Farmland Preservation Act (505 ILCS 75/1 et seq.).

The EO-WB project is planned as a toll road with ±25 miles of mainline improvements and about 16 miles of supporting arterial improvements. It is a multimodal transportation improvement that would relieve local congestion, improve efficiency by reducing the number of partial interchanges and at-grade railroad crossings, improve access to existing and planned land uses, and enhance planned O'Hare Airport improvements.

These improvements respond to the needs of an area that are uniquely characterized and an important transportation node in the metropolitan area of Cook and DuPage counties. The area is further defined by extensive commercial and industrial development along with O'Hare Airport.

Because all roadway improvements will occur in areas designated for highly urbanized use and agricultural land is not involved in its development, the project is exempt from further review in accordance with Section 2.c of the IDOA-IDOT Cooperative Working Agreement on the protection of Illinois farmland.

The IDOA has determined that the project complies with the Illinois' Farmland Preservation Act.

Sincerely,

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS

cc: Agency project file



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

August 23, 2012

Mr. Steven Chard, Acting Chief
Illinois Department of Agriculture
State Fairgrounds
P.O. Box 19281
Springfield, IL 62794-9281

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Chard:

1

Thank you for your comment on the Draft Environmental Impact Statement (EIS). We acknowledge that the project is exempt from further review under the IDOA-IDOT Cooperative Working Agreement and complies with the Illinois Farmland Preservation Act.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, Illinois Department of Transportation and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor

Marc Miller, Acting Director

April 18, 2012

Mr. Ron Krall
 Illinois Department of Transportation
 Bureau of Programming
 201 W. Center
 Schaumburg, Illinois 60196

RE: Elgin O'Hare—West
 ByPass—Tier Two
 Draft EIS

Dear Mr. Krall:

This letter is in response to the above referenced project that was reviewed for natural resource impacts and offer the following comments.

The Illinois Department of Natural Resources (IDNR) concurs with the findings in the DEIS concerning impacts to state threatened and endangered species and wetlands. Following the policy of avoiding and minimizing impacts as the project progresses is being implemented.

1 As noted there, are no T&E species identified in the most current review. These reviews are good for a two year time period, at which time the project should be resubmitted for any changes that may occur on the landscape.

2 Compliance with the 1989 Interagency Wetlands Policy Act is being followed with applicable ratios being applied as the project progresses in the design phase and minimizing impacts are being studied. Mitigation at one or several wetland mitigation banks are being investigated and will include IDNR when this issue is being finalized.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer
 Transportation Review Program
 Division of Environment and Ecosystems

file

BUREAU OF PROGRAMMING
 RECEIVED

APR 30 2012
 DISTRICT #1



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

September 24, 2012

Mr. Steve Hamer
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Hamer:

Thank you for your comments regarding the Elgin O'Hare – West Bypass Draft Environmental Impact Statement (EIS). We offer the following response.

1 We understand from your comment that adverse effects to state-listed threatened and endangered species are unlikely as a result of the project, and that the IDNR threatened and endangered species review is valid for a two-year time period, at which time the project should be re-submitted for an updated review.

2 Regarding compliance with the 1989 Interagency Wetlands Policy Act, as this project progresses, potential wetland impacts, compensation ratios, and mitigation sites will continue to be coordinated with your office. Information regarding several potential wetland mitigation sites was previously provided to your office for review and comment. The project mitigation approach/site selection will continue to be coordinated with your office prior to release of the Final EIS. The location of compensatory wetland mitigation will be finalized following a state/federal resource agency determination on the wetland replacement ratios and other mitigation objectives.

IDOT and the Illinois Tollway will continue to coordinate this project with your office as it continues to move forward.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Mayor
CRAIG B. JOHNSON

Village Clerk
JUDITH M. KEEGAN

Village Manager
RAYMOND R. RUMMEL



Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

May 10, 2012

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

SUBJECT: ELGIN O'HARE WEST BYPASS PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Dear Ms. O'Keefe:

The development of the full build plan for the Elgin O'Hare West Bypass project has truly been a unique partnership between the State and local agencies. I would like to commend you and your staff in their efforts in collaboratively working with the Village to create an improvement plan which would have served both local and regional transportation needs. While the full build design meet the needs of the region, the Village has several concerns regarding the implementation of the interim plan as proposed by the Illinois Toll Highway Authority.

The Village staff submitted our review comments on the interim and full build out plans in April 2012. To date only several of our design concerns have been addressed. The Village recognizes the complexity of financing and constructing a project of such regional and national significance. However, we feel that several key design elements must be addressed prior to issuance of a Record of Decision for the project.

The following is a summary of design concerns which have been addressed:

- Elmhurst Road Interchange at Interstate 290 – The Village concurs with the recommended diverging diamond design for the interchange with the understanding the design will provide flexibility for future interchange modifications if needed.
- Illinois Route 83 Interchange – The turn bay storage on Illinois Route 83 will be designed to accommodate interim (2022) traffic volumes.
- Devon Avenue over Interstate 290 – The reconstructed bridge over Interstate 290 will be designed to accommodate a potential six lane cross section on Devon Avenue.



- Elmhurst Road Devon Avenue to Higgins Road – The Village does not agree with the State conclusion that interim traffic volumes do not warrant a six lane cross section. However, the Village will defer to the State’s decision at this time and will work with the State to identify potential funding sources for future improvements to this route.

The Elgin O’Hare West Bypass construction is unique in that it will replace an existing regional arterial highway. As such, it is of the utmost importance to Elk Grove Village and our neighboring communities to preserve local access. The following key design elements have not been addressed to date and must be resolved prior to issuance of a Record of Decision:

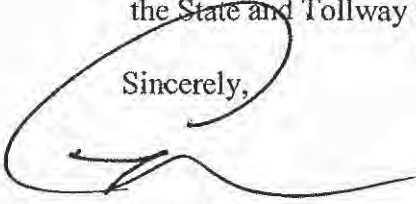
- 1 • Frontage Roads Illinois Route 83 to Elmhurst Road – The proposed design should be modified to provide continuous frontage roads on both the north and south side of the Elgin O’Hare. Coordination with the Illinois Commerce Commission and the jurisdictional agency for the frontage roads must be completed to ensure the implementation of this plan.
- 2 • Interstate 290 Frontage Road Ramps – The free movement of regional traffic seeking access to local businesses from Interstate 290 is a critical need for the continued success of local businesses. The tolling of the frontage roads for motorists traveling on the Interstate 290 freeway will cause significant diversion onto the local arterial system.
- 3 • Illinois Route 72 and Elmhurst Road Intersection: - The interim construction plan will place a significant traffic burden on this intersection for greater than a 10 year period. The Village proposes the construction of a continuous flow intersection concept utilizing the Old Higgins Road alignment option developed by the State.
- 4 • Groot Industries Right-of-Way Acquisition – The Village opposes the proposed access onto Coyle Lane. The proposed access would result in the acquisition of two businesses and would place an unacceptable burden on our local street system.

The collaborative efforts between the State, Tollway and local agencies have created an excellent platform for the implementation of this much needed regional transportation improvement. I trust that these remaining design elements can be readily addressed in order that the project may move forward with the enthusiastic support of the Village.

Thank you for your assistance with these items. Village staff would be available to meet with

the State and Tollway to resolve these concerns at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read 'Craig B. Johnson', with a large, looping flourish at the end.

Craig B. Johnson
Mayor

C: Board of Trustees
Village Manager
Director of Public Works
Kristi LaFleur, Tollway Executive Director
Ronald Krall



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 17, 2012

The Honorable Craig Johnson
Mayor
Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Draft Environmental Impact Statement Comments

Dear Mayor Johnson:

We are writing in response to your May 10, 2012 letter summarizing the Village's remaining design concerns related to the Elgin O'Hare – West Bypass (EO-WB) project's Draft Environmental Impact Statement (EIS).

Based upon a number of coordination meetings with the Village since receiving your May 10th letter, we believe that all of the design issues have been satisfactorily addressed. The following is a summary of the status of the points noted in your letter:

- 1 • **Frontage Road:** The design has been modified to create a more continuous system, and coordination with the Illinois Commerce Commission will be pursued, as well as discussions regarding jurisdiction of the frontage roads.
- 2 • **Tolling:** A tolling scenario will be developed for the project during the final design, and stakeholder input will be considered as part of that process.
- 3 • **IL Rte 72/Elmhurst Rd intersection:** The "Old Higgins" quadrant bypass option has been selected as the preferred solution at this location.
- 4 • **Groot Industries:** We acknowledge your concerns about the access to Coyle and will continue to work toward an agreeable solution.

IDOT, in coordination with the Illinois Tollway, is moving forward with finalizing preliminary engineering studies and preparing the Tier Two Final EIS. The Illinois Tollway will work collaboratively with the Village and others to successfully advance implementation of the EO-WB project.

The Honorable Craig Johnson
October 17, 2012
Page 2

If you have any questions or need additional information, please contact me or
Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at
ronald.krall@illinois.gov.

Very truly yours,



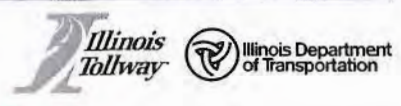
John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

cc: Matt Roan

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



1

1. Eastbound EO to York Rd. Circuitous Route
Exit west of Rte. 83 turn north (left) at signal, go under EO, turn east (right) at signal, go two blocks to Supreme Drive turn south (right) at signal and go back under the EO again to the signal at the frontage road turn east (left) and continue to York Road!
This is different than we saw before; there will be a large volume of drivers doing this

2

2. Frontage road and access to Sivert Ct.
Could it be slightly realigned to "save" the Peterbilt business at 140-142 Thorndike?

3

3. East Green Street
It appears to have a non-mountable median that would block left turn movements to and from Podlin Avenue and Domenic Court. There should be a break.
Two 'staff' at the Open House gave me two different answers on this question.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: SCOTT R. VIGER
Address: Village of Bensenville
12 S. Center St
Bensenville, IL 60006
Phone: 630-350-3411



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. Scott Viger
Director of Community Development
Village of Bensenville
12 S. Center Street
Bensenville, IL 60106

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. Viger:

Thank you for the comment you provided during the public comment period.

1 In your comment, you expressed concern regarding the proposed design of the frontage road between IL 83 and Supreme Drive. This section of frontage road has been redesigned as a continuous frontage road between IL 83 and York Road, where the section between IL 83 and Supreme Drive is one-way eastbound, and the remaining section to York Road is two-way travel. The revised design is contingent upon the Illinois Commerce Commission's (ICC) approval of an at-grade railroad crossing on the proposed frontage road east of Illinois Route 83.

2 In reference to your question about realigning the frontage road and access to Sivert Court for the purpose of avoiding Peterbilt located on Thorndale Avenue, we offer the following. Alternatives for avoiding impact to the business were evaluated, but unfortunately none were found practicable. The frontage road is optimally located to provide the proper curve for the roadway and accommodate drainage. Its location is also constrained by the potential future bus rapid transit line under York Road north of the proposed frontage road intersection. The realigned access to Sivert Court could be relocated to avoid the building, but the frontage road would still cause it to be displaced.

3 Lastly, you expressed interest in the provision of a mountable median on East Green Street that allows left turning movements to and from Podlin Avenue and Domenic Court. A barrier median will extend from County Line Road to Taft Road to minimize turning movements and cross access. With interchanges at both County Line Road and Taft Road, traffic movement along this section of Green Street cannot be comprised; therefore, a barrier is planned. At Podlin Avenue and Domenic Court right-in and right-out movements will be permitted.

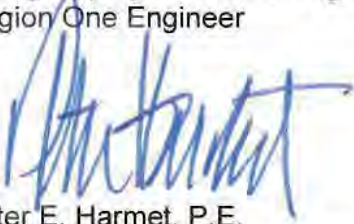
Mr. Scott Viger
August 31, 2012
Page 2

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, the Illinois Department of Transportation (IDOT) and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harnet, P.E.
Bureau Chief of Programming

Attachment

cc: Michael Cassidy, Village Manager, Village of Bensenville



ELGIN O'HARE EXPRESSWAY
AT BUSSE ROAD (IL 83)

PREPARED BY:
CH2MHILL

TOTAL SHEETS	SHEET NO.
1	1

CENTRAL SECTION – PART B



RESOLUTION 2012-1633

A RESOLUTION STATING THE PREFERENCES OF THE VILLAGE IN RELATION TO THE ELGIN O'HARE – WEST BYPASS STUDY (Tier Two Draft Environmental Impact Statement)

WHEREAS, the Illinois Department of Transportation, in consultation with the Federal Highway Administration, the Illinois State Tollway Highway Authority (hereinafter "Tollway"), and others, has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare – West Bypass study area (hereinafter "Study"), which comprises 127 square miles and 27 communities in Cook and DuPage Counties in Illinois (hereinafter "Study Area"); and,

WHEREAS, the Village of Roselle, a municipal corporation located in DuPage and Cook Counties, Illinois (hereinafter "Village"), is one of the 27 communities within the Study Area; and,

WHEREAS, the Study is being advanced as a tiered process; and,

WHEREAS, Tier One, which is complete, yielded a preferred multimodal transportation concept for the Study Area, and Tier Two will yield detailed engineering and environmental studies for elements of the preferred concept; and,

WHEREAS, the Tier Two Draft Environmental Impact Statement for the Study (hereinafter "DEIS") has recently been published/released; and,

WHEREAS, the DEIS refines the preferred concept, referred to as Alternative 203D (hereinafter "Build Alternative"), which calls for, among other improvements, the widening of the existing, Elgin – O'Hare Expressway (hereinafter "Expressway"), which traverses the Village; and,

WHEREAS, the DEIS includes a concept plan for an initial construction phase (hereinafter "ICP") for the Build Alternative that the Tollway has included in its current capital program; and,

WHEREAS, the total estimated cost to construct the ICP exceeds the amount of monies budgeted by the Tollway (hereinafter "Funding Gap"); and,

WHEREAS, the Funding Gap may be filled with federal, state, or local monies, as well as with in-kind contributions; and,

WHEREAS, the budget of the Village has been, and continues to be, negatively and severely impacted by the general downturn in the economy and the slow recovery from the downturn, and will continue to be negatively impacted by unfunded state mandates, increasing pension obligations and other factors; and,

WHEREAS, the Village has supported the conversion of the Expressway to a tolled facility, as a method of providing financial support for the improvements called for in the DEIS, which will require residents, businesses, and visitors of the Village to pay tolls for interstate access that such persons do not pay at present – since the Expressway is not a tolled facility today; and,

WHEREAS, several residential neighborhoods surround the Expressway in those areas where the Expressway traverses the Village (hereinafter "Impacted Neighborhoods"); and,

WHEREAS, the existing noise barriers along the Expressway are insufficient to reduce traffic noise to acceptable levels in the Impacted Neighborhoods should the ICP or Build Alternative be constructed; and,

WHEREAS, the DEIS, in Section 3.8.3.2, entitled "Noise Barrier Analysis," indicates that new noise barriers – specifically Barriers B2, C1, and C3 – are "likely" near the Impacted Neighborhoods; and,

WHEREAS, the unincorporated area of Cook County to the south of the Expressway and to the west of Roselle Road contains a residential neighborhood that

did not exist at the time of construction of the Expressway (hereinafter "Unincorporated Neighborhood"); and,

WHEREAS, prior to its development, the Unincorporated Neighborhood contained several, small wetlands; and,

WHEREAS, the Unincorporated Neighborhood was developed without a storm water management plan; and,

WHEREAS, the Unincorporated Neighborhood is part of the Salt Creek Watershed and is located upstream of portions of the Village; and,

WHEREAS, the Expressway traverses the Salt Creek Watershed upstream of the Unincorporated Neighborhood; and,

WHEREAS, at the time of the construction of the Expressway, after discharging from the single, storm water pipe under the Expressway in the vicinity of the Unincorporated Neighborhood, storm water runoff flowed across the undeveloped land in the Unincorporated Neighborhood to the several, small wetlands that have been filled but not mitigated since that time; and,

WHEREAS, this situation has negatively impacted some of the neighborhoods downstream of the Unincorporated Neighborhood, which are in the Village; and,

WHEREAS, the Study has been advanced as a collaborative and consensus building process and enjoys the support of all communities and stakeholders.

NOW, THEREFORE, BE IT RESOLVED, by the President and Board of Trustees of the Village of Roselle, DuPage and Cook Counties, Illinois, as follows:

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1
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- A. The foregoing recitals are incorporated herein as representing the understanding of the Village of the facts associated with the Study, the Build Alternative, the ICP, and as defining the terms used herein.
- B. The Village's support for the conversion of the Expressway to a tolled facility, and the forthcoming tolls its residents, businesses, and visitors will be required to pay to access the Expressway shall constitute the Village's and its residents' sole contribution (financial, in-kind, or otherwise) to filling the Funding Gap. However, this shall not prevent the Village President or Village Staff from working with the Tollway, the County of DuPage, and others to pursue monies to fill the Funding Gap from sources other than the Village or its taxpayers.
- C. The Village advocates that noise barriers – specifically Barriers B2, C1, and C3 as identified in the DEIS – be constructed near the Impacted Neighborhoods as an element of the ICP.
- D. That the Tollway work with the Village to improve existing drainage patterns in the impacted neighborhoods immediately downstream of the Unincorporated Neighborhood as an element of the ICP.
- E. The advancement/completion of the Study, and the process of constructing the Build Alternative, continue to be a collaborative and consensus building process in which all communities and stakeholders move forward together.
- F. The Roselle Village Board support is predicated on the complete build out of Alternative 203D, which includes: full western access and a functional western terminal with ring roads connecting the Elgin O'Hare north to I-90 and south to I-294
- G. Upon adoption and publication of this Resolution as required by law, the Village President or the Village Administrator – or his/her designee – is

hereby authorized and directed to forward a copy of this Resolution to IDOT, to the Tollway, and to all federal and state legislators representing all, or a portion of, the Village.

1 H. A copy of this Resolution shall also be forwarded to IDOT prior to the end of the public comment period associated with the DEIS so as to become an element of the public's comments.

ADOPTED THIS 14th day of May, 2012.

AYES: Wittman, Maglio, Atkinson, Baker, Hochstadt, Domke

NAYS: None

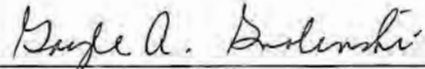
ABSENT: None

VILLAGE OF ROSELLE:

ATTEST:



Patricia E. Burns
Clerk, Village of Roselle, Illinois



Gayle A. Smolinski
President, Village of Roselle, Illinois



March 27, 2012

Ms. Lidia Pilecky, P.E.
Project Manager
CH2M HILL
8735 W. Higgins Road, Suite 400
Chicago, Illinois 60631-2801

RE: Elgin O'Hare – West Bypass

Dear Ms. Pilecky:

Thanks for the opportunity to comment on the draft Proposed Drainage Plans for the Tier Two Build Alternative of the Elgin O'Hare – West Bypass project. Our (i.e. the Village of Roselle's) comments related to drainage are attached.

We look forward to the opportunity to review subsequent versions of these plans as well as to working with CH2M Hill and the implementing agency, the Illinois Tollway, to find a solution to the comments.

Sincerely,

Robert L. Zimmerer
Village Planner

Enclosure

Cc: Ron Krall (IDOT)
Gayle A. Smolinski (Mayor, Village of Roselle)
Jeff O'Dell (Administrator, Village of Roselle)



Public Works Department
Robert O. Burns, Director

March 22, 2012

Re: Comments on Elgin-O'Hare Drainage

3

Roselle has serious concerns about discharge of stormwater runoff from the Elgin-O'Hare project in the vicinity of the south west quadrant of the intersection of the project with Roselle Road. Serious drainage problems and flooding in a residential area of Roselle (bounded roughly by the Elgin-O'Hare, Roselle Rd., Devon Av. and Lincoln Street) began with the original Elgin-O'Hare project. In the original project, a culvert under the Elgin-O'Hare was installed, approximately at Lincoln Street. This culvert conveys and concentrates runoff from a watershed of approximately 100 acres north of the Elgin O'Hare in unincorporated Cook County. Significant development has occurred in this watershed with no regard to site runoff control. Conveyance to the Roselle residential area downstream of the culvert beneath the expressway was and continues to be insufficient to deal with the concentrated runoff at this culvert discharge.

Roselle has invested in excess of \$400,000 purchasing land and creating additional detention volume to alleviate the flooding issues in the area with partial success. Any additional runoff discharged into the area by the new Elgin-O'Hare expansion project will result in flooding in the area.

A potential solution to this problem would be to convey runoff from the project at Roselle Road in a pipe south on Roselle to Devon Av and Turner Pond, bypassing the affected residential neighborhood. Roselle will investigate to determine the capacity at Turner Pond and the conveyance systems downstream for additional runoff. Roselle urges that if this solution proves feasible that the new storm sewer be as large as possible to potentially convey some of the existing discharge from the culvert at Lincoln as well as any new discharge from the new Elgin-O'Hare project at Roselle Road.



Public Works Department
Robert O. Burns, Director

May 22, 2012

BUREAU OF PROGRAMMING
RECEIVED

IDOT
Pete Harmet, Bureau Chief of Programming
201 West Center Court
Schaumburg, IL 60196

MAY 24 2012
DISTRICT #1

Re: Elgin-O'Hare Bypass Project

Our review of the Roselle portion of the project continues just as your review continues to be refined in the entire corridor. To quickly capture your attention, we have a large volume of fill material at the expressway site on Roselle Road. It's yours to take – no charge and the shortest haul distance imaginable. The Heathergreen storm water basin is located west of Roselle Road, south of the Elgin-O'Hare expressway and north of Arthur Avenue. A few years ago, the Village increased the storage volume in basin by excavation. The excavated material was stockpiled to the east of the basin. Due to the closeness of this stockpile to the Elgin-O'Hare expressway, will feel that this stockpiled material could be used during the construction of the subject project.

3

Even with the expansion, the Heathergreen storm water basin will fill and overtop in a southward direction during frequent storm events. The overflow adversely impacts the surrounding residential area. The basin drains by storm sewer to Turner Pond which is located southeast of the Roselle Road and Devon Avenue intersection. As you are aware, a considerable portion of the Elgin-O'Hare expressway drains to the basin. We had hydrologic and hydraulic analysis performed that indicates the addition of a new 18-inch storm pipe from the basin to Turner Pond will help reduce the depth and frequency of basin overtopping without adversely impacting downstream areas. We request that this new 18-inch storm sewer be included in the first phase of the subject project.

The sidewalk proposed for the eastside of Roselle Road just south of the Elgin-O'Hare expressway entrance ramp is a very small missing link to the sidewalk system and should be constructed in the first phase of the project rather than the final phase. A worn path is visible in the turf. The estimated cost was \$15,000 to construct. However, the parcel is outside of the village limit. This appears to be a minor oversight.

We are willing to meet with you to discuss these important issues.

Rob Burns, Public Works Director

C: Gayle Smolinski, Mayor
Jeff O'Dell, Village Administrator
Bob Zimmerer, Village Planner



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 15, 2012

The Honorable Gayle Smolinski
Mayor
Village of Roselle
31 S. Prospect Street
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to Resolution 2012-1633

Dear Mayor Smolinski:

We are writing in response to your letter and acknowledge your comments contained in Resolution 2012-1633 related to the Elgin O'Hare – West Bypass (EO-WB) project.

Thank you for the Village's continued support for the EO-WB project and your active participation in the Environmental Impact Statement (EIS) study process. The collaboration between involved communities and groups to date has been instrumental in moving this project forward. The Illinois Tollway, the implementing agency for the project, is committed to advancing this project in a collaborative manner with involved communities and stakeholders. Central to the coordination process will be the Local Advisory Committee (LAC), which will include representatives of municipalities along the proposed corridors. The Illinois Tollway plans to initiate work with the LAC later this fall, and will be contacting you regarding Village participation.

The LAC will discuss a broad range of issues, including refined engineering and environmental features, as well as the status of project financing, which is being led by DuPage County.

Noise barriers are proposed at various locations to mitigate project-related traffic noise impacts. Proposed noise barriers B2, C1, and C3, as identified in the Tier Two Draft EIS, are planned to be constructed as part of the EO-WB Initial Construction Plan. Detailed design features of the noise barriers will be developed during the final design process.

We understand the Village's concerns with drainage in the residential area near the southwest quadrant of the existing Elgin-O'Hare Expressway and Roselle Road interchange. This area was evaluated as part of the overall location drainage study and was identified as a sensitive outlet. A review of Elgin-O'Hare Expressway drainage discharge revealed that the existing roadway and proposed improvements do not contribute additional flow to this sensitive outlet. In fact, flow traditionally directed to this sensitive outlet was reduced due to the storm sewer installed during original construction of the Elgin-O'Hare Expressway.

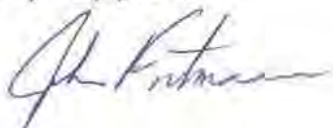
October 15, 2012
The Honorable Gayle Smolinski
Page 2

3 | The widening that is proposed as part of the EO-WB project under Full Build conditions will further reduce the flow to this outlet since stormwater runoff on the area of the widened expressway, currently tributary to the Heather Green basin, will be intercepted to drain eastwardly. Therefore, the drainage issues in this area appear to be unrelated to the Elgin-O'Hare Expressway. We suggest that the Village explore opportunities to incorporate complementary local drainage system improvements into the EO-WB project with the Illinois Tollway during final design.

IDOT, in coordination with the Illinois Tollway, is now moving forward with finalizing preliminary engineering studies and preparing the Tier Two Final EIS. The Illinois Tollway will work collaboratively with the Village and others to successfully advance implementation of the EO-WB project.

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,



John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

cc: Jeffery O'Dell, Village Administrator, Village of Roselle
Mr. Robert Zimmerer, Village Planner, Village of Roselle



547 W. Jackson Blvd. Chicago, IL 60661 (312) 322-6900 TTY# 1-312-322-6774

May 1, 2012

Ron Krall
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Dear Mr. Krall:

Metra is pleased to have the opportunity to review the Tier Two Elgin O'Hare – West Bypass (EOWB) project Draft Environmental Impact Statement (DEIS). Metra has been an active participant in the development of this project over the past several years, through participation in the Transit Task Force and Corridor Planning Group. We want to applaud IDOT's efforts to include all affected stakeholders in this process, and we feel that our input throughout this process has been accurately reflected in the DEIS.

1 Metra recently completed an alternatives analysis study of transit options in the I-90/STAR Line corridor. The study identified commuter rail service as the long-term vision for the corridor, a decision supported by the I-90 Corridor Planning Council. Though development of transit on I-90 will proceed with interim services, starting with express bus service, Metra asks that the DEIS reflect the selection of commuter rail as the long-term vision for the corridor.

2 Right-of-way will be reserved on I-90 and on the north leg of the West Bypass in order to accommodate the long-term development of fixed guideway transit in these corridors, including a connection to O'Hare Airport's proposed West Terminal. Land reservation for transit on I-90 and the West Bypass is discussed in the DEIS, but Metra asks that the document specify that a minimum width of 74 feet will be reserved. The DEIS provides this measurement for other proposed transit corridors on the Elgin O'Hare Expressway and IL-53.

The DEIS states that Bus Rapid Transit (BRT) and Light Rail Transit (LRT) are being considered for the transit service in the median of the Elgin O'Hare. However, Table 2-2 on page 2-12 indicates that, in addition to BRT, multiple rail modes are being considered for the corridor: LRT, heavy rail rapid transit, and diesel multiple units. Metra urges IDOT to utilize this more expansive definition of transit modes under consideration, and identify "BRT/rail" as the proposed transit mode in the Elgin O'Hare corridor. The modal decision for transit in this corridor has not yet been made, and identifying LRT as the sole rail alternative unnecessarily constrains future options.

Metra appreciates the opportunity to be involved in this process, and we look forward to continuing to work with the EOWB team as this project moves forward, further addressing the transportation needs of the traveling public throughout the Chicago region.

Sincerely,

Lynnette H. Ciavarella
Senior Division Director
Strategic Capital Planning/Grants Development



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

September 26, 2012

Ms. Lynnette Ciavarella
Senior Division Director
Metra
547 W. Jackson Boulevard
Chicago, IL 60661

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Ms. Ciavarella:

Thank you for the comments on the Elgin O'Hare - West Bypass (EO-WB) Draft Environmental Impact Statement (EIS). We offer the following responses.

1 The EO-WB project considered the eventuality of a long-term transit facility in the I-90 corridor. Along I-90, the Tier Two Final EIS references commuter rail service as the "long-term" solution, as recommended in the April 5, 2012 Interstate 90 Corridor Planning Council Findings and Recommendations Report that is referenced in your May 1, 2012 letter. Prior studies of transit in the I-90 corridor that have been sponsored and endorsed by Metra show a median right-of-way requirement of 35 feet for the proposed Star Line service. The Illinois Tollway will advance work for the reconstruction of I-90 and the EO-WB which would allow for the same consideration with the exception of the north leg of the West Bypass where a future transit facility is envisioned east of the proposed roadway extending from I-90 to the proposed West Terminal at O'Hare Airport. The dimensions stated in the Tier Two Draft EIS were inclusive of additional travel lanes, shoulders, and barriers.

IDOT and the Illinois Tollway agree that the more expansive definition of transit modes will be used in the Tier Two Final EIS; therefore, the term BRT/Rail will be used.

2 One of the objectives of the EO-WB project has been to develop a multi-modal planning solution that addresses the transportation problems in the project area. In considering the median proposed in the Elgin O'Hare corridor and elsewhere, the sizing of the median requirements has not pre-empted any bus or rail options. As noted in the Metra comments, the modal decision in the Elgin O'Hare corridor has not been made; therefore, the Tier Two Final EIS for the EO-WB recognizes that a broader definition of rail options is applicable, and that no preferred option is implied.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Ms. Ciavarella
September 26, 2012
Page 2

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

A handwritten signature in dark ink, appearing to read "John Fortmann". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

cc: Leann Redden, RTA



MAYWOOD SPORTSMENS CLUB, INC.

P.O. Box 522 • Elmhurst, Illinois 60126

www.MaywoodSC.org

May, 10, 2012

∞ Ronald Krall, PE
HRGreen
420 N. Front Street, Ste. 100
McHenry, Illinois 60050

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Krall:

I am writing you about the County Line Road Ramp of I-294 South, which is part of the Elgin O'Hare Expansion Project (the Project). I am the President of Maywood Sportsmen's Club located at 700 N. County Line Road, Elmhurst Illinois 60126. Members of our organization met with Larry Martin of CH2MHill and other engineers of the project on April 18, 2012 at the Public Hearing on the Expansion Project. We also met with Larry Martin, Cheng Soong, all of CH2MHill and Manar Nasif of the Tollway Authority (the Engineers) in a private meeting on May 1, 2012.

Maywood Sportsmen's Club has been located on County Line Road since 1952. It comprises 62.7 acres of environmentally rich habitat for plants, fish and wildlife. The Club has 11 trap fields, 1 patterning field, a 23 position walk through archery range, two lakes and a significant wetlands area. The Club is used by 850 full and part-time members, youth groups, as well as, the local police and fire departments for training. It is truly an oasis in the middle of the surrounding industrial concrete jungle.

The Project as it is now proposed raises significant safety and environmental issues with respect to our property. Currently, the project is slated to take +/- 50 feet of the entire length of our property along County Line Road. The Engineers proposed possible alternatives on May 1, 2012 and I thought you should be made aware of the safety and environmental issues. The issues set forth below are not all encompassing. Additional issues may arise as a result of further investigation and/or review of the documents requested below.

We have a number of safety and environmental issues with the Project as it is now proposed:

1

First, the ramp, as proposed poses a significant safety risk to tractor trailers and vehicles pulling boat trailers making a right hand turn into Maywood's and McMaster's facilities. Those vehicles will have to come to a complete stop to make those turns. Traffic coming up behind them will be approaching at 60+ MPH which could result in a substantial number of increased rear-end collisions.

- 2 | Second, the same vehicles exiting Maywood and McMaster wishing to make a left hand turn onto County Line Road run the risk of getting T-Boned by vehicles exiting the ramp at 60+ MPH.
- 3 | Third, Maywood's facility is lit up like a baseball field at night. Those lights could pose a safety hazard to the vehicles exiting off the proposed ramp, blinding the drivers or severely distracting them at a critical time.
- 4 | Fourth, the lights from the vehicles exiting off the proposed ramp could pose a safety hazard to the members on the shooting line, temporarily blinding them at a critical time.
- 5 | Fifth, the use of Maywood as a shooting club is designed in such a way that there is a safety zone for the shooting areas for the fields that run parallel to County Line Road. Moving County Line Road over 50+ feet will result in the flow of traffic being moved into the safety zone and could be hazardous to the safety of approaching traffic.
- 6 | Sixth, a significant safety risk is at stake for the plant, fish and wildlife that use our lakes and wetlands for breeding and survival. In 2009, the Illinois DNR did a study on the Club's waterways and found elevated levels of chloride ion conductivity (973 umhos/cm) from the run off now. Adding additional lanes of traffic, 2000 additional vehicle emissions per day and moving the pollutants within 20 feet of the big lake will only send the salt and other pollutant levels through the roof. Increased levels will destroy the Club's valuable fish reproducing habitat. Drainage along the property frontage must be flowed away from the property to protect the environmentally critical habitat.
- 7 | Seventh, Maywood is a closed gated private facility. Construction on the property and temporary easements will leave the property open to trespassers. Water is a very inviting hazard for both adults and youth. Significant injury could result to unknown persons trespassing on the property both during shooting and non-shooting times.
- 8 | Eighth, Currently IDOT does not have a noise abatement wall proposed for the area because of the industrial setting of the uses along County Line Road. The noise abatement structures could serve multiple purposes along Maywood's property? (a.) Noise abatement, (b.) depending on the height, reduction of offending lights from both directions entering and leaving the property, (c.) increasing the safety zone for shooters on the firing line.

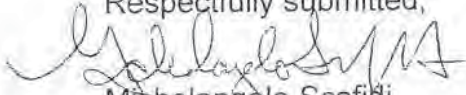
To further evaluate the effect of the proposed ramp on the use and infrastructure of Maywood's property and to better understand the scope of this project, we respectfully request the below partial list of items:

- 1) Copies of any Preliminary Engineering Studies
- 2) Copies of their Real Estate Acquisition studies for the project, showing all sites considered for this project.
- 3) Copies of their Preliminary Environmental Impact Study

- 4) Copies of their Traffic Studies
- 5) Any other studies, reports, plans pertaining to this project.
- 6) Copies of any preliminary cost estimates showing total project cost and total project schedule (critical path schedule showing milestones and the critical path for the overall project).

I look forward to hearing from you and a resolution to these very important issues. You can e-mail me your response and the documents requested at WillHuntVegetariansforFood@Live.com.

Respectfully submitted,



Michelangelo Scafidi

President, Maywood Sportsmen's Club



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 3, 2012

Mr. Michelangelo Scafidi
President, Maywood Sportsmen's Club
P.O. Box 522
Elmhurst, IL 60126

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. Scafidi:

Thank you for the comments that you provided during the public comment period. The Illinois Department of Transportation (IDOT) and Illinois Tollway have considered each of the issues stated in your May 10, 2012 comment letter.

1,2,3,5,7

In your comment, concerns were cited regarding the proposed improvements along the Maywood Sportsmens Club (MSC) property. In response, several alternative locations have been examined, including moving the ramp either further north or south to address those concerns. Additional analysis and discussions with the MSC, the City of Elmhurst, the City of Northlake, and McMaster-Carr Supply Company has lead to a decision by IDOT and the Illinois Tollway to adjust the location of the ramp. In a joint meeting of the stakeholders on June 6, 2012, the re-evaluation of the ramp location was discussed and the preferred alternates presented. At that meeting, consensus was reached by the agencies and the stakeholders that the preferred location of the ramps would be shifted to option B, as shown in the attached exhibit.

6

The MSC also indicated concerns regarding what the potential impacts would have on the chloride levels in the lakes and wetlands on the MSC's property and the subsequent effect on breeding habitat for fish and wildlife. The Tier Two Draft Environmental Impact Statement (EIS) contains a detailed analysis of chloride runoff and related stream or water body contamination. It is important to note that planned roadway improvements in the vicinity of the MSC would be served by a closed drainage system. Stormwater piping would capture and convey roadway runoff to infield areas and/or to nearby stream channels, and the system would extend across the full length of the MSC property bordering County Line Road. Therefore, no fugitive runoff would reach the MSC's lake. Further, the U.S. Army Corps of Engineers (USACOE) has directed the project to use Best Management Practices (BMP) for enhancement of water quality.

Mr. Michelangelo Scafidi
October 3, 2012
Page 2

6 | The project team has developed a concept plan for the implementation of BMP for this purpose. The use of infiltration beds, bioswales, and dry basins are part of the family of techniques available for water quality enhancement.

| All sections of the project will require the use these BMP to address the requirements of the USACOE.


4 & 8 | MSC also noted that the tree line along County Line Road would be removed, and requested a screen or visual barrier along the roadway to reduce headlight glare into their property. The roadway improvements at this location will include a visual barrier approximately 1,100 feet in length and about eight feet high, and will likely be constructed as post and panel. The final details will be determined in final design, and will include further coordination with the MSC and other stakeholders.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

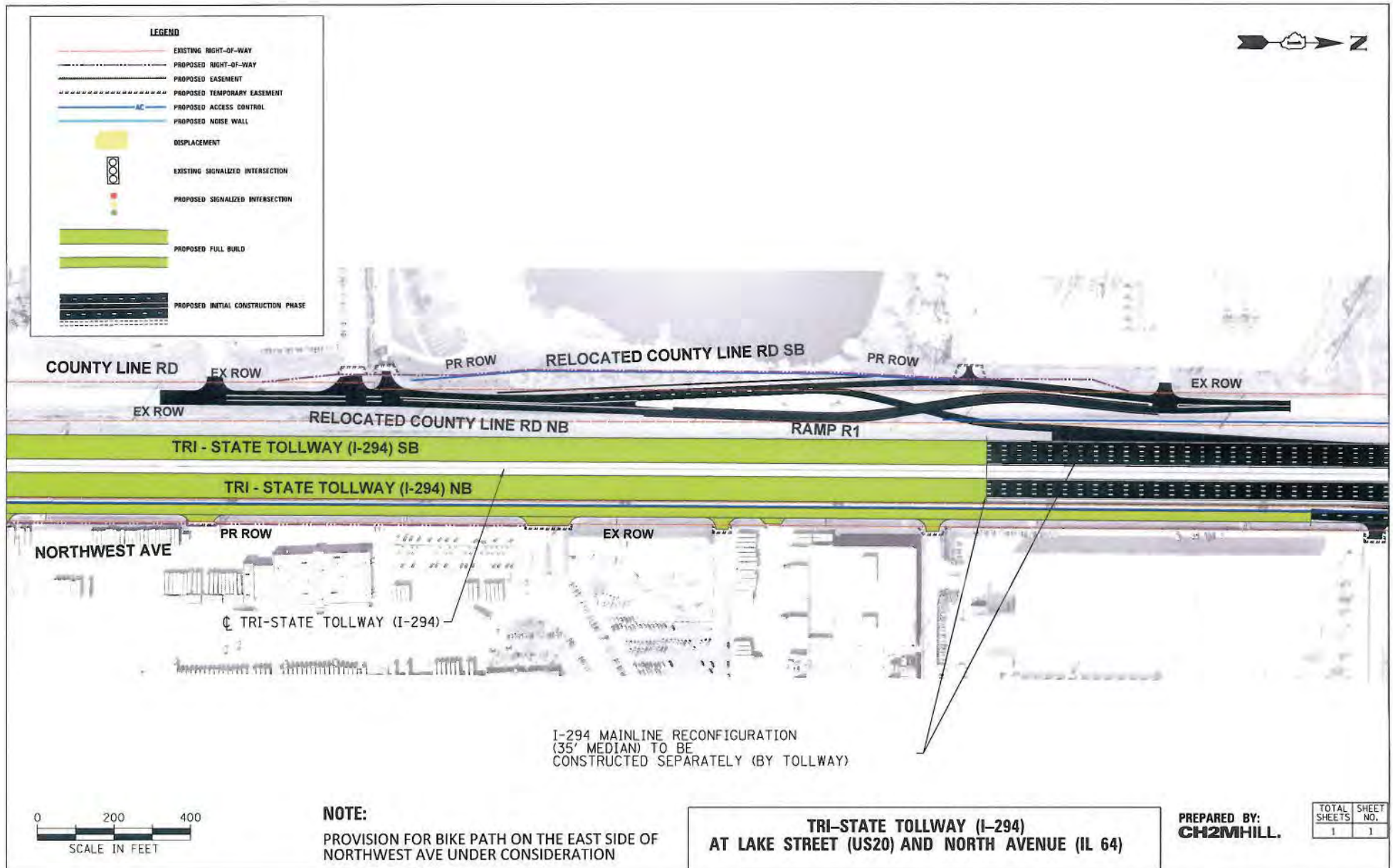
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: James Grabowski, City Manager, City of Elmhurst



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Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

May 10, 2012

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways, Region One Engineer
Illinois Department of Transportation, Division of Highways/District 1
201 West Center Court
Schaumburg, IL 60196-1096

ATTN: Mr. Ron Krall, Project Manager

Subject: Tier Two Elgin O'Hare-West Bypass Project Draft Environmental Impact Statement (DEIS)

Property Owner Notification/Public Hearing Invite
Parcels ID(s): 0826102037, 0832620016, 0826200017, 0826201023,
0825100006, 0825102017, 0825103004, 0825400009, 0825402001,
0825403008

Dear Ms. O'Keefe:

Reference is made to your letters dated March 28, 2012, concerning the subject matter.

The Metropolitan Water Reclamation District of Greater Chicago (District) has reviewed the subject documents and has the following comments:

- 1 • DEIS, Section 3.4.3, discusses the potential impact of the West Bypass interchange with I-90 on the District's Touhy Avenue Reservoir. It suggests that the estimated 171 acre feet of storage that would be lost by the placement of fill in the east cell could be mitigated by constructing a separate storage cell adjacent to the reservoir, including a construction sequencing scheme, which appears to conform to the constraints discussed previously with your transportation engineers and planners. However, to ensure that the plan described in the DEIS is properly conveyed to the construction documents, we request formal approval of the plans and specifications by the District as well as coordination with the City of Chicago to comply with applicable terms of the existing Memorandum of Understanding related to reservoir operations.
- 2 • DEIS, Section 3.12, suggests that there will be several floodplain and some limited floodway impacts, including areas within Cook County. The effects of these impacts to be documented through IDNR permitting should be provided to the District in order to update the modeling developed for our Detailed Watershed Plans and used for resulting stormwater capital improvement projects.

- 3
- Section 3.10., notes that: "More development through infilling and selective redevelopment is expected to occur in the vicinity of the project corridor over the next 30 years. Additional impervious surfaces may be constructed as part of the anticipated development. Areas that are unprotected open, underdeveloped, or underused space may be developed to take advantage of better transportation and access. These effects would be most noticeable in proximity to the proposed Elgin O'Hare and West Bypass corridors." Since the Elgin O'Hare-West Bypass construction, as well as future development along the corridor, would likely impact local hydrology and resulting stormwater flows and water quality of area waterways, we would encourage the use of green infrastructure, such as bioswales, permeable pavement, etc., to minimize these impacts.
- 4
- The Property Layout Exhibit encompassing the Touhy/O'Hare Reservoir identifies three District parcels impacted by the Project. The District must be informed how the proposed partial acquisition and permanent easement of parcel 0825400009, as well as the temporary easement in parcels 0825403008 and 0825402001, impact any future maintenance, repairs, or improvements to this portion of the Reservoir.
- 5
- The Property Layout Exhibit identifying the tollway interchange at Elmhurst Road identifies District parcel 0825100006. Due to the ongoing disrepair of Wille Road and pedestrian safety issues during Majewski Park events, the District is determining a strategy for the final disposition of Wille Road. This may impact final design of the intersection.
- 6
- The Property Layout Exhibit shows impact to parcels 0825102017 and 0825103004. These parcels are leased to the Mt. Prospect Park District, and we recommend that they be included on any correspondence at:
- Mt. Prospect Park District
1000 West Central Road
Mt. Prospect, Illinois 60056
- As a reminder, the District must maintain permanent easements to continue to maintain, repair, operate and remove any facilities or structures we have in areas that may be acquired by IDOT. For areas requiring permanent or temporary easements by IDOT, the District must maintain full 24-hour-per-day access to its facilities.

If you have any questions, please call Mr. Joe Schuessler, Principal Civil Engineer, at 312-751-3236.

Very truly yours,



William S. Sheriff
Acting Director of Engineering

KMF:JMS

cc: Mr. Rocco Zuccero, Illinois State Toll Highway Authority, 2700 Ogden Avenue,
Downers Grove, IL 60515



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 5, 2012

Mr. William S. Sheriff
Acting Director of Engineering
Metropolitan Water Reclamation District of Greater Chicago
100 E. Erie Street
Chicago, IL 60611

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Sheriff:

Thank you for the comments on the Elgin O'Hare - West Bypass (EO-WB) Draft Environmental Impact Statement (EIS). We offer the following responses:

- 1 • Further discussions and detailed plans are required to finalize the approach at the Touhy Reservoirs. As suggested by the MWRDGC, the plans and specifications for the work pertaining to the reservoirs will be submitted to the MWRDGC for review.
- 2 • IDOT and the Illinois Tollway will provide the MWRDGC with the hydrological modeling work done for waterways affected by the project in Cook County. We anticipate that the modeling prepared for the drainage studies and investigations will suffice for the IDNR floodway construction permits.
- 3 • Given the existing economic activity in the study area, and the enhanced access provided by the EO-WB project, indirect development is anticipated. The potential economic development aspects of this project have been studied in detail. Based upon extensive input from local communities, a greater diversity in business within the project area and greater employment opportunities are anticipated. As mentioned in the MWRDGC comment, with more development comes more impervious surfaces and greater requirements for stormwater management. During the development of the project, the communities most affected in the project area have participated to a very high level, and will continue to do so. These communities will receive the benefit from redevelopment, as well as the challenges of using the best tools that they can to affect good development. Green initiatives are quickly surfacing as the latest strategies in managing many of our environmental issues. Regional agencies such as the MWRDGC and Chicago Metropolitan Agency for Planning are already affecting the use of green initiatives in land planning and infrastructure planning throughout the area. Whereas, the core communities affected by the EO-WB project will continue to meet as part of the Tollway's Local Advisory Committee, the MWRDGC is welcome to pursue strategies with this group that could influence local initiatives for green practices related to land development and redevelopment.

Mr. William S. Sheriff
 October 5, 2012
 Page 2

3 The EO-WB project has been cognizant of stormwater management and water
 quality enhancement throughout the project. With the full build alternative,
 there would be more than 60 detention basins and compensatory sites
 required. Furthermore, IDOT and Illinois Tollway will deploy Best Management
 Practices targeted at improving water quality throughout the project area.
 1 These practices will consist of bioswales, infiltration beds, and dry basins.

4 • The Illinois Tollway will soon initiate an overall plan for the acquisition of
 property that is timed to the sequence of construction. To date, existing
 parcel and tax information has been used to define affected properties.
 More definitive work is required, particularly as it relates to defining
 needed easements. We are particularly sensitive to the special uses
 that are affected (i.e., Touhy Reservoirs), and the requirements for
 complete functionality and regular maintenance throughout the
 construction period. Through the design process, the Illinois Tollway will
 meet with the MWRDGC to finalize the land requirements for the
 roadway as they relate to fee simple acquisition, temporary easements,
 and permanent easements.

5 • The current design for the Elmhurst at I-90 interchange shows that the
 Willie Road and Elmhurst Road intersection will remain left open to
 traffic from Elmhurst Road, with right-in and right-out movement only.
 Based on MWRDGC's final disposition of Willie Road, the Illinois
 Tollway is open to further discussions on this topic.

6 • Future correspondence will include the Mount Prospect Park District, as
 suggested.

The Tier Two Final EIS is expected to be distributed later this year, and will
 incorporate public and agency comments received on the Tier Two Draft EIS.
 As the project advances, IDOT and the Illinois Tollway will continue to
 coordinate with those affected by the project.

If you have any questions or need additional information, please contact me or
 Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,



John Fortmann, P.E.
 Acting Deputy Director of Highways,
 Region One Engineer

cc: Walter L. Cook, Chief Executive Officer, Mount Prospect Park District



Roselle Fire Department

100 E. Maple Avenue Roselle, Illinois 60172
Business: (630) 980-2043 Fax: (630) 980-8926

Robert J. Tinucci
 Fire Chief

Date: May 10, 2012

To: Robert Zimmerer / Planner Community Development

From: Thomas P. Biscan / Fire Marshal

Re: Proposed Expansion of Elgin / O'Hare Expressway

Dear Robert:

It has been brought to our attention the Illinois Department of Transportation along with the Illinois Tollway Authority has proposed a future expansion of the above roadway which affects a large portion of the Village of Roselle's response to emergencies. We ask that you keep the following concerns in mind when communicating with the above state agencies to ensure an effective and safe response when emergencies arise on our portion of this roadway.

1. 1.) Toll booth widths must be wide and high enough to allow our vehicle apparatus to pass safely through, aerial tower ladder for example needs 9' width and 13' height to enter roadway and weighs approximately 74,000 lbs.
2. 2.) Access to fire hydrants must also be considered allowing the need for a water resource to mitigate a hazardous material spill or larger vehicle fire.
3. 3.) Additional emergency vehicle turn-a-round at the western most portion of the roadway is needed for emergency vehicle access to help reduce response time.

It would be in the best interest of all entities if the above concerns were taken into serious consideration when moving forward in the future expansion of this roadway. Please feel free to contact our office at (630) 671-2842 with regard to any questions in this matter.

Sincerely,

Thomas P. Biscan / Fire Marshal
 Roselle Fire Prevention Bureau



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

August 31, 2012

Mr. Thomas P. Biscan, Fire Marshal
Roselle Fire Department
100 E. Maple Avenue
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Biscan:

Thank you for the comments on the Elgin O'Hare - West Bypass (EO-WB) Draft Environmental Impact Statement (Draft EIS) which addresses emergency vehicle movement in Section 3.5. We offer the following responses.

1 Tolling on the EO-WB will be all electronic. Thus, the tolling apparatus will be gantries or structures spanning over the roadway both at ramp and mainline locations. The traditional booth arrangement will not be present; therefore, there will be ample room for the fire department's vehicles to pass through and under the tolling structure. The vehicle width and height provided in your letter will become part of our design criteria to ensure that there are no constraints in the movement of your vehicles.

2 Access to water sources is vital in the conduct of the fire department's responsibilities. The Illinois Tollway will review these needs through the final design process; the location of hydrants will be reviewed in terms of access by the fire department from roadside locations. Further coordination with your department will be required to determine preferences and spacing. Access issues will be reviewed with the department to determine solutions for hydrants that may be remotely located or behind noise walls. Resolution of these situations may require access through the wall, or relocating the water source for convenient access from the roadway.

3 The location of vehicle turn-arounds will be coordinated with your department along the western portion of the project. Coordination of emergency vehicle turn-arounds will also occur throughout the project with other agencies.


The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, The Illinois Department of Transportation (IDOT) and the Illinois Tollway will continue to coordinate with those affected by the project.

Mr. Biscan
August 31, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: The Honorable Gayle A. Smolinski, Village of Roselle
Christopher Snyder, County Engineer, DuPage County



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May 11, 2012

BUREAU OF PROGRAMMING
RECEIVED

Pete Harmet, Bureau of Programming
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

MAY 14 2012
DISTRICT #1

Dear Mr. Harmet,

Active Transportation Alliance appreciates the opportunity to offer comments on the Draft Phase Two Environmental Impact Statement (Draft EIS) for the Elgin-O'Hare Expressway-West Bypass project. Active Transportation Alliance is Chicagoland's voice for better biking, walking and transit. We advocate for transportation solutions that make it easier and safer to use active modes of transportation.

Transit Accommodations

1

Transit service should be incorporated into any highway expansion project. We are concerned that the Draft EIS has no plans for how people will connect to the transit service. The Draft EIS suggests that the transit service will be in the highway median and presumably this is where transit stations will be. However, there are no plans offered for bicycle and pedestrian facilities on the bridges and underpasses leading to these stations. We urge you to rectify this oversight and include such accommodations in future plans.

Bridges and Interchanges

2

The Draft EIS identifies 73 new bridges required for the project. Many of these are on important regional corridors. There is no mention in the Draft EIS of accommodations for active transportation users on these bridges. We urge you to ensure that all roadway bridges accommodate all users, bicyclists, pedestrians, transit service and private vehicles. This is in conformity with the Complete Streets policies of State of Illinois, Cook and DuPage counties.

There is an extensive discussion of system interchanges in the Draft EIS. In this discussion, no mention is given of Diverging Diamond Interchanges. These innovative designs have been proven successful in managing congestion, while reducing pedestrian and bicycle crashes. We encourage you to study if they can be implemented in this project.

Frontage Road

There is frontage road along most of the existing Elgin-O'Hare Expressway. The Draft EIS proposes for additional frontage road. Frontage roads should be configured to provide new facilities for bicyclists and pedestrians (who cannot of course use the highway). We encourage you to ensure that the frontage road be designed in conformity with Complete Streets design principles. The Draft EIS also identified 31 arterial road changes needed in the vicinity of the expressway. These projects should also be designed in conformity with Complete Streets principles. One example of concern of ours is the provision of a double-left turn at IL-19 and Wise Road. These types of intersections are very dangerous for bicyclists with high speeds, lots of turning vehicles and poor sight lines. We look forward to more detailed plans outlining your strategy for accommodating all roadway users in all of the roadway projects.

3

The Draft EIS proposes a 10-foot side path along the east-west portion of the expressway. This sidepath would be located on only one side of the expressway and would not be continuous. We are concerned that the lack of continuity will limit bicycle and pedestrian access to important businesses and other destinations in the corridor. We are also concerned that bicyclists and pedestrians will have no accommodation on one side of the expressway. Thus, the highway corridor becomes a major barrier for north-south travel. This will pose significant problems for people trying to access the many employment centers to the north of the highway. It will also cause great difficulty for Schaumburg residents to access their Metra station located south of the expressway.

There should be a continuous sidepath on both sides of the expressway. The document also says that although space is preserved for the sidepath there is no guarantee of funding for the construction. The construction of the sidepath should be integrated into the overall construction schedule. The state Complete Streets policy requires state funding for the sidepath as the appropriate accommodation given the speed, traffic volume and other considerations of the project. The Draft EIS states that the bicycle and pedestrian accommodations were coordinated with this organization. We cannot support these plans as written.

Transportation Demand Management

4

The Draft EIS states that transit and bicycle/pedestrian accommodations are transportation demand management strategies. We applaud your recognition of the role of active transportation in mitigating congestion. The Draft EIS however lists only one specific strategy for TDM in this project, namely managing lanes. Transportation Demand Management is a much broader set of strategies. One community in the project area (Schaumburg) has a particularly noteworthy TDM program that provides incentives for vanpools to/from Metra stations.

4

Highway expansion can undermine active transportation by encouraging land uses and travel decisions that are car dependent. These projects can also create physical barriers to biking, walking and transit. The only sustainable way to effectively mitigate congestion and high gas prices is to help people drive less. This project will result almost surely in more driving over time, even if transit is incorporated. We urge you to consider a combination of land use improvements, expanded transit, TDM and local road improvements before expanding the highway corridor.

Thank you again for the opportunity to comment on the proposed plans for the Elgin-O'Hare Expressway. If you have any questions or concerns, please contact Dan Persky (Director of Policy and Planning) at 312.427.3325 x229 or dan@activetrans.org.

Sincerely,



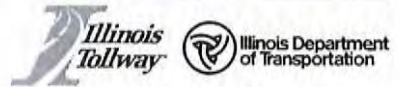
Ron Burke
Executive Director

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



At this point, we are just requesting ^(the large) graphics but will provide more detailed comments.

4

1) Proposed Bicycle / Pedestrian ^{System} Improvements

1

2) Proposed Transit Improvements

3) Initial Construction Plan (2013-2025) Area Map

Thank-you!

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: Ruth Myers, Active Transportation Alliance

Address: 9 West Hubbard St. Ste. 402

Chicago, IL 60657-6545

Phone: 312-427-3325 ext 242



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 5, 2012

Mr. Ron Burke
Executive Director
Active Transportation Alliance
9 West Hubbard Street
Chicago, IL 60610-6545

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Burke:

Thank you for the comments on the Elgin O'Hare – West Bypass (EOWB) Draft Environmental Impact Statement (EIS). We offer the following responses:

Transit

In your comments, you requested additional information regarding bicycle and pedestrian connections to proposed transit facilities. Vehicular and pedestrian access to transit stations is essential, and our studies have considered pedestrian and bicycle access to proposed stations located in the medians. The focus of the pedestrian and bicycle plan is the (east-west) Elgin O'Hare corridor. This facility will provide connectivity to north-south regional and community trails and places of interest including the Ned Brown Forest Preserve, Metra stations, proposed transit stations in the Elgin O'Hare corridor, employment centers, and community centers. Associated with the transit stations are accommodations for parking and bicycle storage. Access from the parking and bicycle storage would be provided by pedestrian only walkways to the stations located in the roadway median. These facilities will be constructed by the implementing transit agency. The Illinois Department of Transportation (IDOT) and the Illinois Tollway believe that pedestrian and bicycle access to transit facilities has been thoroughly addressed as part of the overall process. Station concepts were discussed with the transit agencies, and the footprint has been developed that accounts for these elements while also providing flexibility for further refinement. We have enclosed a copy of the Tier Two Transit Studies memorandum for additional information.

1

Mr. Ron Burke
 October 5, 2012
 Page 2

Bridges and Interchanges

You also requested further information regarding accommodations for non-motorized users relative to bridges along the corridor. Most of the 73 bridges required for the project are access controlled mainline and ramp bridges that cross over roads, streams, or railroads; bicycle or pedestrian travel on full access control facilities is prohibited. Arterial road crossings (over or under the mainline), however, are located throughout the project. The Draft EIS described the east-west pedestrian/bicycle facilities along the Elgin O'Hare corridor and its connectivity to major north-south routes such as the North DuPage Regional Trail, the Salt Creek Greenway Trail, and the Schaumburg Community Trail. In these cases and others, a shared-use path (10 foot wide cross-section) would be located on one side of the crossing roads and would be extended to connect to the nearest local and/or community bicycle and pedestrian path. Newly constructed paths would be implemented at the request of a local municipality or agency and would require cost participation. Future maintenance would also be the responsibility of the requesting entity. These details are stated on page 2-33 of the Draft EIS.

A request was included in your letter for more information regarding the diverging diamond interchange (DDI) type. Numerous interchange types were considered for each of the local access interchange locations. Among the interchange types was the diverging diamond (see page 2-24 of the Draft EIS). The DDI has emerged as the preferred interchange type at the Elmhurst and I-90 interchange for many of the reasons that are mentioned in your comment letter. For additional information on DDI's, please visit these websites:

<http://www.modot.mo.gov/stlouis/links/DivergingDiamondInterchange.htm>

<http://www.udot.utah.gov/sr92/interchanges.php>

Frontage Roads

We acknowledge your support for the provision of bicycle and pedestrian facilities along the frontage roads and your advocacy for continuous bicycle and pedestrian facilities where practical. Overall, the plan has been developed on the basis of Complete Streets requirements, as well as project conditions and constraints. The proposed frontage road system along the Elgin O'Hare corridor provides the best opportunity for the incorporation of bicycle and pedestrian facilities. However, the frontage system in the Elgin O'Hare corridor is not continuous, and therefore, there are gaps in the facility improvements immediately adjacent to the Elgin O'Hare corridor. Please note that these gaps can be linked with other existing or planned local and community trails that are parallel to the Elgin O'Hare corridor.

As design work advances, the bicycle and pedestrian plan will be refined and the thoughts that you have enumerated in this particular comment will be revisited with local agencies.

In regards to your comment about conformity with Complete Streets principles, it is important to note that this project is an opportunity to further integrate plans and create a framework for future design and construction of a well connected regional trail network. Improvements have been identified (many outside the project vicinity) in addition to those included in the current design, so that any other projects that arise in the future can incorporate the necessary pedestrian and bicycle routes.

3

We agree that consideration should be made for pedestrian and bicycle accommodations at the IL 19/Barrington and IL 19/Wise Road intersections, and will provide appropriate accommodations. However, please note that these two intersections are not included in the Initial Construction Plan being implemented by the Illinois Tollway. These intersections will be considered for improvement by IDOT as future Programs are developed. Additionally, we are working with the Village of Hanover Park regarding the redevelopment of properties near these intersections. Dual left turn lanes are proposed at the IL 19 and Barrington Road intersection to accommodate the high volume of left turning vehicles and care will be taken so that accommodations among all modes have minimal conflicts.

Travel Demand Management

The application of Transportation Demand Management (TDM) strategies is a joint effort involving multiple state and federal agencies, as well as the communities and individual stakeholders that reside in the region and the study area. The communities have long been aware of the proposed project, and IDOT and the Illinois Tollway have worked closely with adjoining communities with respect to land use. However, the implementation of orderly and sustainable land use and development ultimately rests with the local communities.

4

Please also note that while TDM is an element of this project, it is not sufficient to address travel demand in the area. However, the combination of various strategies addresses the overall needs of the area, and TDM has a role in improving travel. TDM Strategies that are commonly implemented today include message signs, incident management, and vanpools/shuttles that link transit with job and activity centers. Congestion pricing is an option for the future. Examples in the U.S. include guaranteed trip speeds of 45 miles per hour or greater.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Mr. Ron Burke
October 5, 2012
Page 4

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

A handwritten signature in blue ink, appearing to read "John Fortmann".

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Enclosure

cc: Dan Persky, Active Transportation Alliance
Ruth Myers, Active Transportation Alliance

FINAL MEMORANDUM

CH2MHILL

Elgin O'Hare – West Bypass: Tier Two Transit Studies

TO: Illinois Department of Transportation District 1/Illinois Tollway
 FROM: CH2M HILL
 DATE: June 19, 2012

This memorandum elaborates upon the Tier Two transit studies conducted for the Elgin O'Hare – West Bypass (EO-WB) project. The transit studies are based on the complete Build Alternative, as identified in the *Tier Two Draft Environmental Impact Statement* (FHWA and IDOT, 2012).

Background (Tier One)

Transit has been an integral component of the overall EO-WB project in both Tier One and Tier Two of the study process. From the onset of the EO-WB project, stakeholders stated the preference for more transit opportunities as part of the overall transportation solution. As such, new transit opportunities and connections in the study area were regarded as an important objective, and consequently are a component of the project Purpose and Need, and the overall transportation solution for the study area.

Tier One defined the scope of the potential transit opportunities for the area. These opportunities consisted of 16 transit corridor improvements including commuter rail service, rail or bus rapid transit (BRT), express bus, local bus, and shuttles (to be implemented by others). Other facets included new transit stations, intermodal facilities or transit centers, and park and ride facilities. The centerpiece of the transit plan includes a transit corridor in the median of the Elgin O'Hare corridor from the proposed O'Hare West Terminal station to the Schaumburg Metra Milwaukee District West (MDW) station. This transit service would likely be either BRT or rail and would link residents with jobs and activities within the corridor, and would help accessing jobs for reverse commuters (the future type of service will be determined by transit officials and units of government). The east end of the service would connect to O'Hare International Airport (O'Hare Airport), which plans the West Terminal and collateral development. A portion of the future trips generated by the new terminal activities, collateral development, and other activities would be well served by the proposed transit improvements. The possible extension of the CTA Blue Line to the proposed West Terminal would expand the market potential of the transit service in the Elgin O'Hare corridor to northwest Chicago and Rosemont. Express bus, circulator bus routes and shuttles connected to and extending from this east-west transit corridor were planned to develop better connections to stations, and employment and activity centers. Transit stations were added at key locations, as well as park and ride facilities to provide convenience to the system. The sum of these Tier One improvements was aimed at providing an alternative to the automobile for area residents and workers.

Tier Two

The Regional Transportation Authority (RTA), in a partnership with IDOT, jointly funded the next steps in the EO-WB Tier Two transit study efforts. Tier Two revisited and refined the preferred transit options studied in Tier One, focusing on transit facilities that would be co-located in the roadway improvement corridors or logical extensions from the roadway corridors. The main transit feature is the preservation of space in the median of the east-west corridor (Elgin O'Hare corridor) from the western edge of O'Hare Airport to Schaumburg, sized to accommodate either BRT or rail transit (i.e., light rail transit, commuter rail, or heavy rail transit). Transit stations are provided at regular intervals with station access and parking. The project footprint for the Elgin O'Hare corridor has been sized to include the transit reservation. The implementation of the transit service and the transit type would be the responsibility of others (i.e., transit providers), and the timing of construction would be dependent on the market demand and financial considerations. The implementing agency would be required to provide the infrastructure inclusive of track or pavement, bridges, stations, pedestrian access and parking, signage, and signal controls for rail, and rolling stock.

Transit considerations have also included future transit service extending from the I-90 corridor to the proposed O'Hare West Terminal. The north leg of the West Bypass, in this case, has been located to provide sufficient space for such a transit facility to be placed along the east side of the roadway if warranted by future market demand. Extended transit service from the east-west transit corridor was also evaluated for routes from Schaumburg to Hanover Park, from the Elgin O'Hare corridor to Woodfield Mall along Rohlwing Road (IL 53), and from the proposed West Terminal to Rosemont – each are discussed in detail in the subsection *Extended Transit Service*.

In Tier Two, the transit concept was advanced with detailed study of those transit features to be co-located with roadway improvements. The objective of the Tier Two transit study was to refine the concept such that:

- 1) All the basic elements of the plan are reasonably defined (i.e., station locations, parking, pedestrian access, auxiliary service, cost estimates, etc.), and
- 2) The requirements of the transit plan are accurately reflected in the project footprint and preliminary design for the roadway plans. The transit study in Tier Two was accomplished by a series of special studies that examined various aspects of the transit requirements. Each of these studies advanced the detail of the transit concept and provided needed input to the preliminary roadway design process. The technical memorandums prepared for each of these special studies listed below are included in the project files and are available upon request:
 - Re-examination of the transit corridor location (in the median or side or frontage road) and determination of the transit right-of-way cross-section – *Transit Corridor Location Analysis Memorandum*, July 2010;
 - Examination of the feasibility of managed lanes – *Managed Lane Case Study Memorandum*, August 2010;
 - Examination of phasing the development of transit facilities – *Phased Transit Plan*, January 2011;

- Refinements of transit station locations including station configuration and auxiliary facilities, such as parking, pedestrian access, etc. – *Transit Station Location Refinement Memorandum*, August 2010 and *Bus Rapid Transit Comparison Analysis - IL-53 (Rohlfing Road)*, October 2011;
- Examination of extended transit service: to Hanover Park from Schaumburg and from the west O'Hare terminal to Rosemont - *Transit Corridor Location Analysis Memorandum*, July 2010 and *Service Extension to Hanover Park Memorandum*, October 2010;
- Study of potential transit hub configurations - *Proposed New West O'Hare Terminal Transit Facilities*, June 2009 and *Commuter Rail and High Speed Rail Analysis from the Milwaukee West Line to O'Hare New West Terminal*, July 2011; and
- Consideration of transit operational requirements, including frequency of operation and costs - *Phased Transit Plan Memorandum*, January 2011, *Full Build Out Light Rail Stations Memorandum*, January 2011, *Operation, Maintenance, and Vehicle Costs for Hanover Park Connector Memorandum*, March 2011, and *Vehicle Costs for Full Build BRT or Light Rail Memorandum*, March 2011.

Location of Transit Service

At the conclusion of the EO-WB Tier One process, the Elgin O'Hare transit corridor was defined as a dedicated transit corridor located in the median of the roadway lanes which could be either BRT or rail transit. As the Tier Two process began, members of the Transit Working Group, including CMAP, DuPage County, RTA, CTA, Metra, and Pace requested that the location of transit within the corridor be reconsidered to ensure that all possible locations have been fully evaluated and the best possible location selected. In addition to the median location, two additional locations were evaluated:

- **Frontage Roads:** run transit service along the frontage roads that are included in the roadway design.
- **Along-the-Side:** run bi-directional transit service within a dedicated corridor placed between the main expressway lanes and the frontage roads either just north of the expressway lanes or just south of the expressway lanes.

These two alignment options were defined, analyzed, and then compared to the original median alignment. The results are contained in the *Transit Corridor Location Analysis Memorandum*. Typical cross-sections for the median and along-the-side options are shown in Figures 1 and 2 below from the *Transit Corridor Location Analysis Memorandum*. Since the frontage roads option does not include any exclusive transit right-of-way, no cross-section drawing is shown for this option.

Figure 1
Median Layout Cross-section

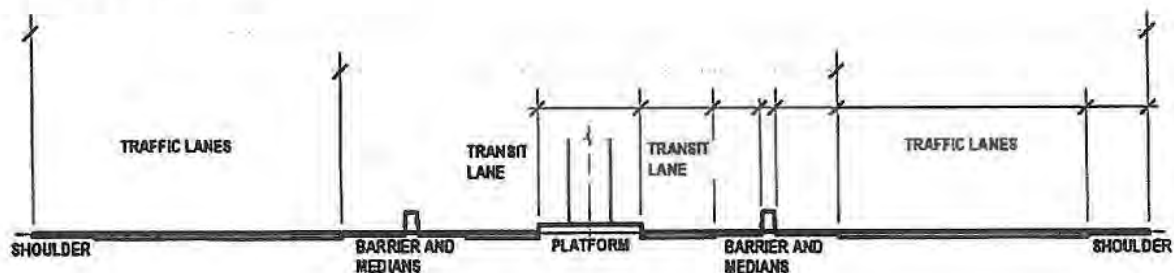
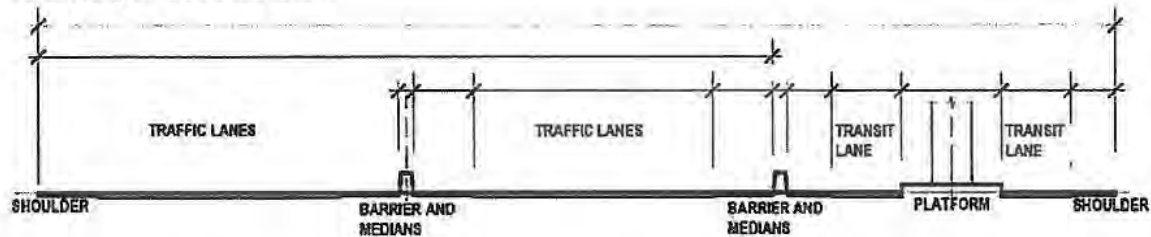


Figure 2
Transit Along-the-Side Cross-section



The *Transit Corridor Location Analysis Memorandum* describes the purpose, methodology, and results of the analysis for the three transit corridor placement options in the Elgin O'Hare corridor. The memo concludes that the median corridor option is most preferable, as it presents the fewest drawbacks in terms of transit and roadway performance for the following reasons:

- The median alignment would be a fully dedicated transitway from start to end; it insures the highest potential level of service.
- The median service would include stations located in the median; walking distances via pedestrian bridges to destinations to the north or the south of the corridor would be relatively equivalent, contributing to a favorable passenger perception of service quality.
- The eastbound and westbound service would share a center platform; connectivity would also be provided to north-south bus services at these locations.
- Finally, the median service could accommodate alternative modes that are being considered or could be designed as a managed-lane or high occupancy vehicle (HOV) component if desired.

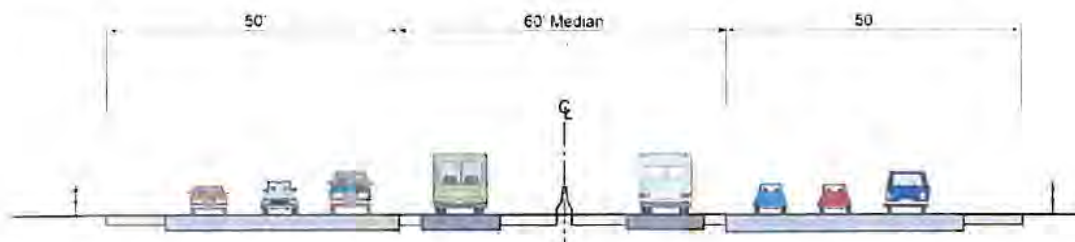
Transit Right-of-Way Cross-Section

Right-of-way requirements were determined for transit located in the median of the Elgin O'Hare corridor and documented in the *Transit Corridor Location Analysis Memorandum*. The analysis of right-of-way requirement for transit was used as input to the development of the overall roadway cross-section. The analysis determined that the transit requirements would be the same for either BRT or rail options. The cross-section would measure a minimum of 60 feet and would provide for one dedicated lane/track in each direction with accommodation for barriers and shoulders (see Figure 3 on the next page). The median width varies from 60 to 100 feet along the Elgin O'Hare corridor depending on the roadway constraints. The median size varies along three sections of the Elgin O'Hare corridor: along the existing Elgin O'Hare Expressway (from Gary Avenue to east of Meacham Road/Medinah Road) the median is 60 feet; along the Elgin O'Hare extension from IL 53 to Prospect Avenue the median is 100 feet; and along Elgin O'Hare corridor from Prospect Avenue to the O'Hare Airport the median is 74 feet. The extension of the Elgin O'Hare reserves space for transit service in the median. Along the existing Elgin O'Hare Expressway, the design also provides space for transit services in the median with the exception of the existing Roselle Road over Elgin O'Hare bridge. The existing bridge would need to be reconfigured to accommodate the planned transit corridor and associated station.

A study was performed to detail the median cross-section requirement at station locations. Based on applicable codes and standards, the right-of-way cross-section at station locations would be a minimum of 90 feet (see Figure 4).

Figure 3

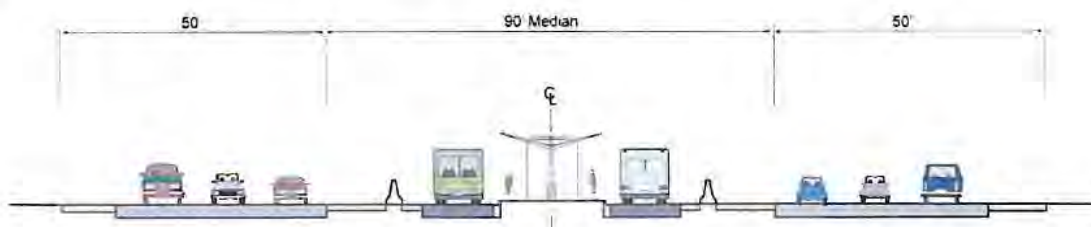
Representative Transit Cross-section without Station West of Meacham Road/Medinah Road (60' Median)^a



^a The median width west of Meacham Road/Medinah Road along the Elgin O'Hare corridor represents the minimum median required for transit accommodations. The median width varies along the corridor, where from IL 53 to Prospect Avenue the median is 100 feet and from Prospect Avenue to the O'Hare Airport the median is 74 feet.

Figure 4

Representative Transit Cross-section with Station (90' Median)



In further study of transit service along the north leg of the West Bypass and along I-90 in the vicinity of the system interchange (West Bypass and I-90) it was concluded that transit would be best located to the south side of I-90 and the east side of the West Bypass. The median location in these areas was not conducive to ideal roadway geometric solutions or construction phasing of roadway improvements. The roadway alignment has been engineered in these cases to provide sufficient space to accommodate either BRT or rail (40-50 feet) to the south of I-90 and to the east of the West Bypass for transit service in the future. Prior studies of transit in the I-90 corridor have shown median right-of-way requirements to be a minimum of 35 feet. The median along the Elgin O'Hare corridor accommodates other features, such as shoulders, buffer areas, and barriers.

Managed Lanes

The *Managed Lane Case Study Memorandum* examines the use of a managed lane for transit service in the Elgin O'Hare corridor. The managed lane concept assumes that either the median or left-most lane would be managed, such as for the use of transit, HOV, or automobiles paying a toll premium. The analysis found that a managed lane could maximize person through-put rather than vehicle through-put, spread travel patterns, and have economic benefits while the disadvantages include, cost of additional infrastructure and controlled access issues.

Phased Transit Plan

The *Phased Transit Plan* document examines phased implementation of transit service for the project. The pros and cons and recommendations are provided. While, the roadway development will be phased, it was appropriate to consider a phased development plan for transit. In the examination of a phased development strategy for transit, the major objective was to maintain the high-level performance of the transit service as originally intended in the Tier Two Build Alternative.

Phased implementation of transit service would provide an express bus service along the Elgin O'Hare corridor using regular travel lanes with the option to use shoulder riding during periods of congestion. Bus stops would approximate the Tier Two Build Alternative station locations with stops at the proposed West Terminal, Wood Dale Road, Prospect Avenue/Arlington Heights Road, Meacham Road, Roselle Road, and Schaumburg Metra Station. Bus stops would be located on the interchange ramps at these locations allowing easy on-off movements. The express bus service would approximate the frequency of service offered by the Tier Two Build Alternative transit proposal with service frequency every 15 minutes.

Other phased opportunities include express bus service from the Elgin O'Hare corridor along IL 53 to Woodfield, shuttle service from the Schaumburg stop to Hanover Park, and express bus service from the proposed West Terminal site to Rosemont. Each of these extensions of service would provide an important transit link in the system to job centers, activity centers, or linkages to other transit facilities.

Location of Transit Stations

In the Tier One, transit station locations were identified, although precise station placements and other details involving pedestrian access, parking, and intermodal connections were not determined at that time. In Tier Two, additional studies were conducted to define the details about station placement, parking and kiss-and-ride, pedestrian/bicycle access, and connection with other modes of travel - *Transit Station Location Refinement Memorandum*.

Transit stations were identified in Tier One at six locations: proposed Western Terminal, near Lively Boulevard, Hamilton Lakes, IL 53, Roselle Road, and near Schaumburg Metra station. Transit station locations were reviewed and refined in Tier Two resulting in changes at three locations.

Station relocations at the Lively Boulevard and Hamilton Lakes stations involved a minor shift to the west. In the case of the Hamilton Lakes station, the shift was more proximate to the center of activity, provided improved passenger access, and was closer to a parking structure planned for the area. For the Lively Boulevard station, the shift to the west improved access to planned parking. In both cases, pedestrian access would be provided from both the north and south sides of the project corridor.

The IL 53 station was originally sited to provide commuter access to and from the employment center to the south and the transfer of patrons coming from the west that desire to use the service routed north along IL 53 to Woodfield Mall. The original configuration included both a station and dedicated bus ramps from the median to access IL 53. The combined width of these facilities would measure over 150 feet. The sizable median dimension for station and ramps challenged cost-effective roadway design solutions in this area. The process of refining the roadway section in the vicinity found that a median width

of near 100 feet would be preferable. In discussions with the RTA, it was concluded that a median width of approximately 100 feet would provide a workable area for future transit infrastructure. Further, the agency preferred to defer the decision regarding either a station or ramps at IL 53, and revisit that decision later when both a transit provider and funding for transit service are identified in the Elgin O'Hare corridor - *Bus Rapid Transit Comparison Analysis - IL-53 (Rohlwing Road) Memorandum*.

Transit Station Parking

The *Transit Station Location Refinement Memorandum* discusses the specifics of parking and station access for four of the five stations planned along the route, including near Wood Dale Road, Hamilton Lake's development, Roselle Road, and near the Schaumburg Metra station. At each of the transit stations, provisions for parking (ranging from 200 to 650 spaces) and bicycle and pedestrian access would be provided (see Table 1). Parking for a potential station at IL 53 is also shown in Table 1, but note that parking is relevant only if a station were developed. The parking area requirements and locations have been included in the project footprint for purposes of environmental clearance, with the understanding that all parking facilities and associated right-of-way acquisition would be the responsibility of the implementing transit agency. The parking requirements at the proposed West Terminal will be determined when more advanced site development information at the airport is known.

TABLE 1
Transit Parking and Access

Location	Description	Parking Capacity	Pedestrian Access	Kiss & Ride Facility	Intersecting Service Stops
Schaumburg Metra	Re-build part of existing lot with two-level deck structure	650	Yes	Yes	Yes
Roselle Road	New surface lots as part of new retail development	200	Yes	Yes	Yes
IL 53 ^a	New surface lot	350	Yes	Yes	Yes ^b
Hamilton Lakes/Park Boulevard	Partial use of new multi-level parking structure built as part of adjacent commercial development	550	Yes	Yes	Yes
Wood Dale Road	Partial use of new multi-level parking structure built as part of adjacent commercial development	300	Yes	Yes	Yes
West Terminal	Parking requirements will be determined as proposed West Terminal complex develops further	NA ^c	Yes	Yes	Yes

^a A station at this location is optional based on limited space for either a station only or access ramps to IL 53 only. The parking estimate would be provided only if a station is developed.

^b No intersecting services operate at Meacham Road and the Elgin-O'Hare Expressway. Local circular services are proposed. When stop is re-located to IL 53 with the Tier Two Build Alternative, intersecting services would have stops at this location.

^c Parking will be determined when more advanced site development information for O'Hare Airport is known.

Extended Transit Service – (North-South – East-West Connectivity)

Refinements in Tier Two also examined extending transit service from Schaumburg to Hanover Park, express bus service from the Elgin O'Hare corridor along IL 53 to Woodfield Mall, and express bus service from the proposed West Terminal complex to the Rosemont CTA station. Tier Two studies investigated the extension of transit service to the Hanover Park Metra station from the Schaumburg Metra station (a distance of two miles) - *Service Extension to Hanover Park Memorandum*. Eleven alternate routes were examined between Hanover Park and Schaumburg for both BRT and LRT. The cost of the extended service was sizable, ranging from about \$43 million to over \$50 million, for the basic infrastructure (not including rolling stock). The travel time provided by the service would be approximately four minutes or represent about a four minute savings over alternate modes (i.e., shuttle bus in mixed traffic).

The high-type transit service (i.e., BRT or commuter rail) from Schaumburg to Hanover Park was deferred from further consideration for several reasons, including the high cost of transit service for a relatively small savings in travel time, and impacts to high quality wetlands, prairies, threatened/endangered species, and the West Branch DuPage River. However, the decision to defer the high-type service to Hanover Park does not preclude reconsideration of this service at a later date. In lieu of BRT/commuter rail service, bus shuttle service would be used to connect the Schaumburg Metra station to the Hanover Park Metra station. The study suggested that Hanover Park may wish to consider implementing an interim service to Schaumburg when the Elgin O'Hare transit system goes into service, and upgrading to one of the higher level options as the market demand develops and cost-benefits come into alignment.

On the east, express bus service was studied from the proposed West Terminal to the Rosemont CTA Blue Line station. This service is viewed as interim until such time that transit is extended across the airfield to the proposed West Terminal. As an interim service, it would provide connectivity for commuter and work trips between the project area and downtown Chicago and airport-related businesses. Alternative routes were examined around both the north and south ends of the O'Hare Airport. Routes to the north were found to be slower and provided less reliable service due to numerous signals and more out-of-direction travel. The route to the south was favored because of shorter travel times and the reliability of travel speeds. This route would use the south leg of the West Bypass corridor to Irving Park Road (IL 19), travel east on IL 19 to Mannheim Road, north on Mannheim Road to Balmoral Avenue, and then to the Rosemont CTA Blue Line station. The service would operate as express bus service between the proposed West Terminal and the Rosemont CTA Blue Line station with travel time of about 15 minutes. No special infrastructure requirements are anticipated for this service.

Express bus service is planned along IL 53 extending from the Elgin O'Hare corridor to the Woodfield Mall. The arterial route would include several stops at activity or job centers. In consideration of this service, north-south service along IL 53 and Meacham Road were considered. IL 53 was preferred because of its proximity to job centers and activity centers. Similar to the other express bus routes no special infrastructure requirements are anticipated other than bus stops.

Transportation Hub

In Tier Two the location of a transit center or hub was evaluated further - *Proposed New West O'Hare Terminal Transit Facilities and Commuter Rail and High Speed Rail Analysis from the Milwaukee West Line to O'Hare New West Terminal Memorandum*. It was determined that the proposed West Terminal area was the optimal location to bring together the various transit modes. More remote locations were eliminated due to the difficulty of moving passengers between the transit modes and the proposed West Terminal. A distinct transit "hub area" in the proposed West Terminal or separate building directly adjacent to the air terminal was identified as optimal in order to accommodate the goals of the approach.

A preliminary site plan was developed bringing all the proposed transit modes directly to the proposed West Terminal area. As this arrangement was evaluated, several feasibility challenges were identified. An alternative arrangement was developed that located the rail lines and platforms to the west of the proposed West Terminal, with the remaining modes being brought directly to the air terminal area, allowing for direct mode transfers.

The proposed transit center at the proposed West Terminal would provide the interconnection between the various transit and non-transit modes. It will create a new centralized intermodal transit hub for the airport and surrounding communities in the area served by the EO-WB project.

Conclusion

The goal of additional transit service and connections to other modes of transportation was highly regarded by stakeholders throughout the project area. Tier Two refinements advanced transit to a point that the east-west roadway component now has a reservation sized to accommodate most transit types. Further station locations have been reconciled, and again the roadway cross-section has been developed to accommodate the wider footprint required for stations. Additionally, extended bus express service to Hanover Park, Rosemont, and the Woodfield Mall are considered viable options either as interim or long-term services. Parking at stations has been addressed and appropriately sized to realistic demand levels. Additionally, bicycle/pedestrian access has been considered and a concept is available for follow on studies. Although, some cost information was developed during Tier Two, more work is required to determine the exact service type and the year of implementation before reliable cost estimates can be prepared. Thus, cost estimates have not been included pending further definition of the transit service. Similarly the operational requirements are best determined when a specific transit type has been identified; therefore this work has not advanced the operational characteristics of transit service.



Chicago Metropolitan Agency for Planning

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May 14, 2012

Via first class & electronic mail

Mr. Ron Krall
Illinois Department of Transportation (IDOT)
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Krall:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Elgin-O'Hare/West Bypass (EO-WB). The Chicago Metropolitan Agency for Planning (CMAP) would like to submit the following observations pertaining to the DEIS.

The Elgin-O'Hare/West Bypass project is included in GO TO 2040, the region's long-range comprehensive plan. The project is part of the plan's fiscally constrained list of transportation improvements and is conformed to the State's air quality plan. Three distinct projects are identified within this project: 1) a western expressway bypass of O'Hare Airport; 2) an extension of the Elgin-O'Hare Expressway from I-290/IL 53 to the Western O'Hare Bypass and West O'Hare Terminal; and 3) adding one lane in each direction—from four to six lanes total—on the existing Elgin O'Hare Expressway. All segments of the project were assumed to be tolled facilities.

SOCIO-ECONOMIC FORECASTS

CMAP has worked very closely with the CH2M Hill and S.B. Friedman staff in preparing the analyses that appear in the DEIS. Friedman's approach and method was very practical and detailed and represents the kind of technical refinement at the project level that is desirable and should be supported. However, the corridor-level forecasts from GO TO 2040 do not appear anywhere in the document, even for comparative purposes.

- 1 We acknowledge the necessity to review and possibly revise forecasts with a market-driven forecasting approach when tolling or private investment may be a possibility. Correspondence from the consultant cited the need to "balance both market potential and local area municipality long range planning vision", and to "support local...economic and traffic concerns." Given that the forecasts used to develop GO TO 2040 were revised, an explicit comparison of the forecast differences between the DEIS and GO TO 2040 should be presented. We have noticed during our ongoing participation in

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- 1 the travel modeling for the project a significant increase in forecast jobs in the corridor, accompanied by a decline in forecast households. The Housing section below provides greater detail on this issue.

ECONOMIC GROWTH

- 2 The Draft EIS effectively communicates the potential for new economic growth that the EO-WB project could create. The discussion of this issue in Section 3.2, Economic Conditions, includes thorough analysis and clear conclusions that demonstrate the project's positive impact. In particular, page 3-30 states that the project "would enhance redevelopment potential of underutilized properties, stimulate land use change, and create potential development and redevelopment opportunities throughout the project area." A similar conclusion is stated on page 3-31, which notes that the EO-WB project "is projected to fundamentally change the competitive positions of the area and to attract corporate offices, hotels, modern industrial/business parks, and retail uses."

Further, the long-term economic impacts estimated in Table 3-15 demonstrate that the EO-WB project will stimulate new development of a type that benefits the region's long-term economic performance. The new development is projected to include significant new growth in office space (nearly 7 million square feet) and industrial space (over 1.2 million square feet), with positive impacts on job creation. The focus of the DEIS on these types of land uses – rather than retail, which yields more positive local, fiscal impacts, but fewer regional economic benefits – is commendable.

HOUSING

- However, one significant gap in the approach to new development in the DEIS is its limited attention to new residential development. There is little new housing considered within the EO-WB corridor; according to Table 3-15, the land use changes caused by the project will lead to 41,000 additional jobs in the corridor but only 540 new housing units.

- 3 Imbalances between jobs and housing create a number of problems for the region, as documented by CMAP in the 2008 [Jobs-Housing Balance snapshot report](#), one of the products that informed the development of GO TO 2040. The EO-WB corridor already has a high ratio of jobs to housing, meaning that it is a net importer of workers from other parts of the region. Providing large numbers of new jobs without adequate housing will exacerbate this situation, requiring even more workers to commute long distances to reach jobs in the corridor, and placing greater strain on the transportation systems that connect to the EO-WB project.

CMAP's snapshot report makes several recommendations, one of which is to plan for additional housing choices near job centers like the EO-WB corridor – not necessarily in the immediate roadway corridor, but in the surrounding areas. The new development opportunities created by the EO-WB project provide an excellent opportunity to achieve this recommendation, but currently this potential is missed by the land use development assumptions of the DEIS.

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INFILL DEVELOPMENT

One of the recommendations of the GO TO 2040 plan is to pursue infill development opportunities when available. The plan estimated that one-half of the region's growth – both residential and non-residential – could be provided on infill sites by 2040, even without assuming increases in development density. CMAP defines infill to mean growth within or immediately adjacent to existing municipalities, meaning that all of the new development created by the EO-WB project is considered infill by CMAP's definition. Thus, the significant development in this area that is described in Section 3.2 is fully supported by GO TO 2040.

3

This discussion of infill brings to light a contradiction in the treatment of population and employment growth in the corridor. Page 3-2 describes historic development patterns, which according to the Draft EIS, indicate that "Cook and DuPage Counties have reached maturity in terms of population growth." However, Cook and DuPage Counties have also reached maturity in terms of job growth; over time, employment growth has followed very similar trends as population growth.

As the analysis of future development potential makes clear, it is possible, and desirable, to create significant job growth in the communities in the corridor through infill development. This is a break from historical trends. It is equally possible to create significant household and population growth through infill development, despite the statements on page 3-2 which imply that this is unlikely due to historical trends.

COMPREHENSIVE PLAN UPDATES

The conclusion of Section 3.2, on page 3-36 and 3-37, notes that "the communities in the project area have the ability through their local planning powers to address new development induced by better transportation with thoughtful planning solutions." The DEIS further states that "new development pressures may cause some communities to revisit their land use plans, goals, and ordinances...[and/or]...collaborate on a collective action that would produce a unified approach to managing induced growth through the area." Following this, Section 3.3 provides a useful discussion of the state of local planning documents.

4

To implement the recommendations of GO TO 2040, CMAP has begun to offer assistance to local governments for planning projects that meet local goals and also advance GO TO 2040. Communities in the EO-WB corridor may wish to request CMAP's assistance on the planning projects noted above; the next call for local planning projects begins on May 9, with applications due on August 1. Multi-jurisdictional applications receive priority in the application process. IDOT and ISTHA may wish to bring this application opportunity to the attention of communities in the corridor, as this may be a good opportunity to not only plan for the projected economic growth, but also address the need for proactive planning for residential development as well.

ENVIRONMENTAL

5

The Elgin O'Hare – West Bypass (EO-WB) Build Alternative will create additional roadway surface in a part of the region that already features impaired or degraded streams and shallow

Mr. Ron Krall
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groundwater quality that is being degraded by a persistent trend in increasing chloride concentration. The DEIS states, "The intent of the EO-WB project would be to maintain/improve the quality and quantity of aquatic resources identified in these plans, as applicable." However, the DEIS does not make a clear, unequivocal commitment to implement state-of-the-art water quality protection practices.

The study indicates that some existing driveways and parking spaces will be eliminated by the new project corridor. This presents an opportunity for the project sponsors to compensate with new permeable surfaces and other principles of low-impact development to help mitigate the effects of additional impervious surface added to the region with the new roadway.

Of particular concern is the expected application of deicing material – road salts in particular – to 25 miles of new roadway surface. While best management practices (BMPs) are promised, chloride loads can only increase in an area where chlorides are already identified as a cause of designated-use impairment. The author's conclusion that BMPs will minimize impacts for this pollutant and others (e.g. metals) has not been clearly substantiated.

5

For example, in the subsection titled, Surface Runoff, page 3-125 and found within section 3.10.2.3 / Maintenance Impacts to Surface Waters, the authors write, "Studies of the effects of sodium chloride on fish, aquatic invertebrates, and aquatic plants, including acute and chronic toxicity, indicate that salt does not have substantial harmful effects on aquatic biota in large or flowing bodies of water, where dilution takes place quickly (Jones and Jeffrey, 1992)." While this may be true as stated, the streams that will be affected by the EO-WB project are neither large nor (high) flowing bodies of water. The streams in the project area that will be impacted are relatively small streams with relatively small drainage basins above their impact points.

The study points out that the project corridor contains a combination of shallow groundwater recharge areas which feature limited recharge due to their clay soils and that research shows trends in increasing chloride concentrations in shallow wells throughout most of the Chicago region. Despite the stated intention that BMPs will, "...focus on capturing and retaining potential contaminants to prevent them from exiting the project corridor as surface or groundwater flow." (3-142), the authors fail to reconcile the expected increase in road salt application associated with the project corridor and their conclusion that, "... it is expected that the potential for groundwater migration of contaminants will be minimal." (pg. 3-142)

While the DEIS focuses solely on immediate and local impacts, the fact is there have been numerous other roadway and development projects in the study area during the last century resulting in cumulative impacts on regional wetlands, floodplains, and other natural communities. These impacts have been deleterious to water quality, responsible for excessive flood losses (particularly in the Des Plaines River Basin), and resulted in the loss of natural areas and attendant biodiversity. In this context, the EO-WB project impacts will not minimal, but additive to a growing cumulative impact.

Mr. Ron Krall
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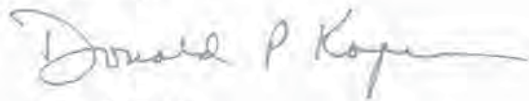
RECOMMENDATIONS

CMAQ requests that several modifications to the Draft EIS be considered in response to the above statements. These are listed below:

- Corridor level GO TO 2040 forecasts should be included in the DEIS at a minimum permitting a comparative analysis with the DEIS forecasts.
- On page 3-2, the text should note that additional population and household growth in the corridor is possible due to the opportunity for infill development created by the EO-WB project.
- Pages 3-30 and 3-31 should include some discussion of housing. This does not necessitate changing the economic forecasts. Instead, a note should be added in the text noting that limited new housing is assumed in the projections, and stating that planning for additional residential options in the corridor would be desirable to avoid worsening the region's jobs-housing balance.
- Pages 3-36 and 3-37 should also mention housing. This is an appropriate location to note that the communities in the corridor may wish to plan for additional residential opportunities.
- On a minor note, there is a formatting problem with Table 3-16; some of the rows near the bottom of the table appear to be misaligned.
- IDOT and ISTHA may wish to assist local governments in the corridor with requesting technical assistance from CMAQ for multi-jurisdictional planning in the corridor. (This is not a comment that requires any modification to the DEIS.)
- The DEIS should include a firm commitment to implementing state-of-the-art BMPs where possible to minimize impacts
- Finally, there should be a commitment that the EO-WB will be maintained utilizing state-of-the-art deicing technologies that minimize the opportunity for road salt to enter ground or surface waters.

Thank you for the opportunity to comment on the DEIS. We look forward to our continued work on this project.

Sincerely,



Donald P. Kopec
 Deputy Executive Director-Planning & Programming

DPK/stk



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

September 14, 2012

Mr. Donald Kopec
Deputy Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Kopec:

Thank you for the comment you provided on the Draft Environmental Impact Statement (EIS). We offer the following in response.

1 | In your comment, you requested that CMAP's corridor level socioeconomic forecasts be included in the EIS for comparative purposes. The attached socioeconomic technical memorandum recognizes the GO TO 2040 forecasts in the overall regional context. As requested, a comparison between the GO TO 2040 forecasts with the Draft EIS market-driven forecast will be included in section three of the Final EIS.

2 | You also indicated your support of the extensive economic analysis of the proposed project contained in the Draft EIS. We agree that it effectively communicates the economic benefits of the project. We very much appreciate CMAP's approval of this analysis as an example of a sound analytical approach for projects of this magnitude.

3 | In addition, you requested that consideration be given to encouraging residential development to accommodate the anticipated job growth in an effort to minimize an imbalance between jobs and housing. Based on our assessment, the housing market in the project study area does not support a wholesale residential transformation in the next 10-15 year horizon during the implementation of the Elgin O'Hare and West Bypass corridors. However, we understand the need to strive to achieve a good balance between housing and jobs and will state the need by encouraging local communities to look for potential opportunities to achieve it.

4 | You mention CMAP is beginning to offer assistance to local communities for planning projects that advance local goals and GO TO 2040. DuPage County has been acting as the facilitator for discussing topics that cross the boundaries of communities in the project area. They will likely remain in that role for initiatives that would develop unified planning strategies for managing new development, and will coordinate with CMAP to seek funding assistance to support the development of planning tools.

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September 14, 2012
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Your letter includes support for state-of-the-art water quality best management practices (BMP). In an agreement with the regulatory agencies, a conceptual plan for BMP's that enhance water quality has been included in the Final EIS. The use of strategies such as bioswales, detention facilities, and vegetation buffers will be installed to minimize transport of sediment, heavy metals, and other pollutants to surface waters. The plan for the implementation of these practices will be refined as the project advances to the permitting phase.

It is acknowledged that chlorides are increasing in surface and groundwater resources. In the interest of both safety and environmental protection, the Illinois Tollway will initiate work in several areas to better manage the use of road salt as part of the Move Illinois Program. Among these include:

- Reviewing their current practices
- Evaluation of the use of alternative deicers
- Regular maintenance and calibration of equipment to ensure proper application rates
- Regular training that reinforces good salt management

Additionally, the Tollway is committed to approaching chloride reduction on a watershed basis by partnering with local municipalities. The outcome of these partnerships will assist in providing a holistic view and approach to chloride application and reduction on a watershed level. Furthermore, the value of these partnerships will reach beyond any one agency and would be shared with local communities throughout the project area and region.

Finally, CMAP listed recommendations for inclusion in the environmental documentation. These recommendations will be incorporated into the Final EIS.

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,



John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Attachment



DuPage River Salt Creek Workgroup

President

David Gorman

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Vice President

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Secretary-Treasurer

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Metropolitan Water Reclamation
District of Greater Chicago

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Mr. R. Krall

Illinois Department of Transportation

Bureau of Programming

201 W. Center Court

Schaumburg IL 60196

RE: Elgin O'Hare – West Bypass Study: Tier Two Draft Environmental Impact Statement,
Section 3.10 through 3.13

Dear Mr. Krall,

Thank you for the opportunity to comment on the Elgin O'Hare West Bypass Expansion Study Tier Two draft Environmental Impact Study. The DRSCW recognizes that the expansion is a vital infrastructure project that will greatly increase the efficiency of traffic flows between the planned O'Hare Airport improvements the western suburbs and beyond. DRSCW's area of concern is the Expansion's impacts on area waterways. The waterways addressed in this letter are those bodies of water that lie in the basins of the West Branch DuPage River and Salt Creek (including Addison Creek). DRSCW is focused mainly on post construction impacts; while impacts will occur during construction, DRSCW assumes that all best practices set out in the EIS will be followed to minimize discharges of pollutants or excess flows during this phase. Post construction impacts of principle concern include a higher concentration of pollutants (chlorides, metals, TSS, PAHs) and alteration of the physical characteristics of the stream (stream alteration at crossing points and buffers, extension of linear feet of stream that is enclosed and alteration of flow regimes).

In several areas of the EIS there are statements such as "As a result (of various impairments), the dominant fish species are pollutant tolerant and potential impacts to fishing and other recreational surface water uses near the proposed improvements are anticipated to be minimal with implementation of BMPs" (Page 3-121 line 14). References to the degraded nature of the waterways' fish and macro-invertebrate communities being a large factor in minimizing the impacts of any pollution are also made on pages 3-228 "The Project corridor is highly urbanized and built-up. Therefore, impacts to sensitive resources are minimized."

The statement may be true but it does not accurately reflect the situation of the waterways in relation to the Clean Water Act (CWA) and the obligations of regulated entities that discharge to those waterways. Compliance with the aquatic life goal of the CWA in Illinois means that the Fish Index of Bio-integrity (fIBI) should be greater than 41 and the macro-invertebrate Index of Bio-integrity (mIBI) greater than 41.8, or that at least one of the communities be in this range and the other in the moderately impaired category (<41 and >20 for fish and < 41.8 and > 20.9 macro-invertebrates). Failure to support communities to this degree means that a water body may be listed on the State's list of impaired water bodies (303 (d) List). As part of restoring the waterbody, current discharging entities may find their allowable loadings decreased, and new discharges of impairment-causing pollutants may not be allowed. In the Salt Creek and West Branch DuPage River basins all assessed segments are on the State's 303 (d) list.

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Surveys by the DRSCW show that if the remaining segments were assessed by IEPA, they too would be included on the 303 (d) list. The listing of a waterway on the State 303 (d) list creates obligations on local government to ameliorate water quality and major obstacles to waste water treatment plant expansion. Total Maximum Daily Loads (TMDLs) may be performed on 303 (d) listed water bodies to estimate the loadings allowable while still meeting water quality standards. Four assessed segments of the Salt Creek mainstream, one segment of Addison Creek and four assessed segments of the West Branch DuPage River have had TMDLs for chlorides approved since 2004.

Each TMDL for the Salt Creek watershed was developed to achieve full compliance with Illinois general-use (GU) water quality standards or criteria that are correlated to the pollutant of concern (500 mg/L chloride). The Salt Creek TMDLs requires an 8 percent reduction in overall chloride application to Salt Creek and a 41 percent reduction in Addison Creek (allocations estimated that up to 12 miles of new roads might be constructed in the process of land-use change). The TMDL noted, "Since salt application for deicing is the major source of chloride leading to standard exceedence, the chloride TMDL indicates the need for salt application chloride reduction."

The TMDLs for the West Branch DuPage River recommended a 35 percent reduction from modeled conditions (load allocation for future road construction was assumed but a lane mile figure was not identifiable). The DRSCW's 2007 Chloride Reduction reportⁱ suggests that the loading assumptions used in the TMDLs were conservative, meaning reductions necessary to meet the State standard need to be larger than those recommended by the TMDLs.

Based on the data found in the EIS, the project would add a total of 95.94 lane miles to the Salt Creek (including Addison Creek) and West Branch DuPage River watersheds, increasing the annual road salt loading by approximately 3,809 tons. This increase, which is the equivalent of adding a large municipal entity such as Wheaton or Villa Park, would increase overall chloride loadings by 3 percent for the DRSCW program area (including East Branch DuPage River). Looking at the increase in loading to the two watersheds effected (Salt Creek and West Branch DuPage River) we would see an increase of approximately 4.3 percent.

It should also be noted that the TMDLs and the analysis presented in the EIS are based on the State water quality standard of 500 mg/l. Studies by the DRSCWⁱⁱ suggest that in the impacted watersheds aquatic populations experience a statistically significant decline when chloride concentrations of 141 mg/l and 112 mg/l (for macro – invertebrates and fish respectively) are exceeded. The US EPA recommends an acute standard of 220 mg/l, though this standard is currently under review and is likely to become more stringent. From an aquatic resource protection scenario the current State standard does not seem protective enough but 500 mg/l is the current regulatory standard and will be used for this review.

The stressors analysis detailed in the 2012 draft DRSCW report found that in the three DRSCW watersheds, chloride was, out of 41 stressors analyzed, one of the most significant stressors to aquatic life. The statement in the EIS that states, "Studies of the effects of sodium chloride on fish, aquatic invertebrates, and aquatic plants, including acute and chronic toxicity, indicate that salt does not have substantial harmful effects on aquatic biota in large or flowing bodies of water, where dilution takes place quickly (Jones and Jeffrey, 1992)" (page 1-125) is clearly not relevant in this situation. Project area inputs and ambient conditions are typically concentrated and the receiving streams are neither large nor "flowing" relative to the rivers where that narrative statement was produced. Chlorides do not degrade in the environment and chlorides released at one point will add to loadings further downstream. The EIS states that, "Addison Creek, Higgins Creek, and Spring Brook meet the General Use Water Quality Standard in the existing condition, but exceed the standard in the proposed condition. Meacham Creek exceeds the General Use Water Quality Standard in both the existing and proposed conditions," (Page 3-123). Meacham Creek chloride loadings would increase from 532 mg/l to 842 mg/l, a 58% increase.

The EIS concludes that concentration compliance may be possible because a detention system will accompany the proposed conditions and lower peak concentrations. It is not clear where the dilution flows might come from given the ubiquitous nature of chloride treated transport infrastructure in the area. Neither is it clear that increasing the exposure time by lowering the peak concentration would be less impactful to aquatic communities. Empirically,

violations of the chloride standard are ubiquitous in the watersheds, despite the presence of similar flood mitigation infrastructure. Based on the information provided in the EIS it is difficult to conclude that the additional chloride loading would not impact existing aquatic life; make it more difficult to improve IBIs; be in contradiction to the segments' listing for the State's 303 (d) list and US EPA approved TMDLs. Ultimately it is likely to result in higher future costs for local stakeholders to comply with the aquatic life goal of the CWA.

In order to mitigate this outcome the DRSCW suggests commitment to the following post construction steps:

- Full review of current road salting policy and procedures
- A binding commitment to fully implement chloride reduction practices, including anti-icing and use of alternative products throughout the project area, and to measure chloride reductions
- Review of procedures, including frequency of equipment calibration and a review of the procedure to set and control application rates
- Upgrade storage and handling facilities and incorporate storage and handling training for operators

Table 3-37 presents salt application/ loading calculations for the project which show a predicted average loading of 39.7 tons of salt per lane-mile. Based on DRSCW's experience, this rate seems high, and is higher than has been reported by the Tollway in the past. For example in 2007, municipalities in the DRSCW program area reported using an average of 13.53 tons/lane-mile annually (only one reported rates higher than 39.7 tons/lane-mile). The table does not specify the source(s) for the information presented and it is possible that the total used was skewed by the relatively severe winter weather experienced 2008 -2010. Whether the application rate used represents a long term average or not, large reductions in salt application rates can be achieved for the project area and this should be the primary focus in chloride reduction efforts. Page 3-313 provides a useful summary of these practices and resources to develop them. The DRSCW would like the language to include solid commitments to adopting the practices set out and the setting of measurable reduction goals.

The EIS suggests "strengthening watershed collaboration with the DRSCW by exploring opportunities for sponsoring research and assisting in regional capital improvements for the reduction of chloride concentrations within the sub-watershed areas. By assisting with regional capital improvements through the DRSCW, member communities and groups will have the opportunity to receive assistance in up-grading salt application equipment to current standards, thereby reducing application rates and chloride concentrations within the watershed" (page 3-313). Obviously even under the most generous reduction scenario the build alternative will increase watershed pollutant loadings. Looking at the increase in loadings projected, offsetting them by lowering application rates in watershed communities seems like a feasible option. Once again such reductions will require commitments from the municipal and county agencies involved to increase capital funds invested in chloride reduction, rather than simply offsetting investments already planned, and to commit to application rate reductions. The preference would be that such a program would make the off- site reductions as close to or upstream of the project to avoid water quality impacts to that area.

The aim of both on site and off site reductions should be to show no net gain in chloride concentration at the site or to show a reduction. The DRSCW looks forward to working with the project partners towards this goal.

Page 3-195 refers to riparian woody buffers and concludes that "Due to the urban nature of the proposed project and the relatively narrow, degraded, and fragmented riparian environment within its corridor, these functions are limited. Subsequently, adverse impacts to riparian corridor functions and values as a result of the proposed project are expected to be minimal and would be mitigated as described in subsections 3.10.3 and 3.13.3". DRSCW agrees with the assessment of area riparian buffers as "relatively narrow, degraded, and fragmented", however again Draft 2012 analysis by the DRSCW shows that buffer width is correlates strongly and positively with macro-invertebrate communities. Like chloride reduction, rebuilding riparian buffers is a primary activity of the DRSCW Identifications and Priority System (IPS). The DRSCW would urge project management to look at how preserve existing buffers to the maximum extent possible and consider granting easements on riparian property obtained by the expansion project where the DRSCW could rebuild buffers in the future.

The EIS's summary of fish IBIs in Salt Creek and West Branch DuPage River match those found by the DRSCW basin assessments. However a full review of the fIBIs throughout the both watersheds reveals that fIBIs fall precipitously on both rivers main stems at river miles 10.5 and 8 respectively. In both cases this drop in fIBI is linked to dams that prevent fish passage. In both cases certain species are found below the dam but not above it. FIBI is then not solely a function of the conditions at the survey site but has to be interpreted based on the understanding of downstream conditions. DRSCW is working to remove both these constraints, and based on experience on the East Branch DuPage River, is optimistic that fIBIs will rise throughout the watershed if the barriers can be successfully modified (a second barrier at river mile 22.5 on Salt Creek is also due for removal). Further degradation of habitat, passage and water quality in the upper watershed will negate some of these potential improvements if consideration is given only to the pollutant tolerant species currently present.

3

In addition to striving to maintain or improve existing water quality DRSCW would also like to express to the expansion projects management the importance of insuring that fish passage be maintained at any river crossing or culvert that the project places. DRSCW would be available to assist in reviewing the plans for such infrastructure

No comparison was made to DRSCW macro –invertebrate scores. DRSCW used the Illinois mIBI protocol and the EIS used the MBI protocol. It should be noted that MBI is generally used to examine only the relationship between organic pollution and macro-invertebrates. mIBI is designed to be sensitive to habitat modification, flow and a wide range of water quality issues and would have been a superior method to evaluate the potential impact of this type of project. mIBI scores found on the main stem Salt Creek ranged from were in the range of poor to fair category, while the scores were consistently characterized as poor along Spring Brook.

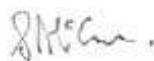
4

The EIS correctly identified polycyclic aromatic hydrocarbons (PAHs) as a surface water quality concern. The practices set out are reasonable and concur with the DRSCWs opinion that beyond the discontinuation of coal tar based sealants, stormwater BMPs that capture suspended solids are the most effective mechanism for abating PAHs. Attention must be paid to the size of the solids capture as studies have shown that the concentration of PAHs increase in the very fine (< 100 µm) particlesⁱⁱⁱ. The expansion project's management team may also want to consider regenerative air street sweeping as an abatement mechanism for these pollutants.

Finally the EIS notes that the expansion project's management team will continue to coordinate with the DRSCW to investigate potential local sites within the Salt Creek Watershed for mitigation of impacts. The DRSCW is continuing to look at possibilities outside of the airport buffer that meet the team's criteria.

The Board of the DRSCW would like to thank the project team again for the chance to comment on the EIS and looks forward to working with them to make the project an environmental, as well as transportation, success story.

Sincerely



Stephen McCracken

DRSCW Watershed Coordinator

ⁱ DRSCW Chloride Usage Education and Reduction Program Study, CDM 2007

ⁱⁱ Priority Rankings based on Estimated Restorability for Stream Segments in the DuPage-Salt Creek Watersheds, MBI 2012 (Draft)

ⁱⁱⁱ Metals and PAHs adsorbed to street particles Sim-Lin Lau, Michael K. Stenstrom Water Research (2005) Volume: 39, Issue: 17, Publisher: Elsevier, Pages: 4083-4092



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 8, 2012

Mr. Stephen McCracken
DuPage River Salt Creek Workgroup
10S404 Knock Knolls Road
Naperville, IL 60565

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. McCracken:

Thank you for your comments on the Elgin O'Hare – West Bypass (EOWB) Draft Environmental Impact Statement (EIS). We offer the following in response:

Water Quality - Chlorides

Comment: In summary, the DuPage River Salt Creek Workgroup (DRSCW) noted concerns with water quality (specifically chlorides), aquatic life, and Total Maximum Daily Loads. As mitigation, your office suggested a commitment to the following post construction steps:

- Full review of current road salting policies and procedures.
- A binding commitment to fully implement chloride reduction practices, including anti-icing and use of alternative products throughout the project area, and to measure chloride reductions.
- Review of procedures, including frequency of equipment calibration and a review of the procedure to set and control application rates.
- Upgrade storage and handling facilities and incorporate storage and handling training for operators.

Response: As stated in the Draft EIS, we are proposing several strategies to minimize the potential effect that the proposed improvements could have on the aquatic environment. These strategies include, but are not limited to:

- Implementation of water quality Best Management Practices (BMP), including coordination with the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), and Illinois Environmental Protection Agency (IEPA).
- Promoting weather-related data sharing with local communities.
- Approaching chloride reduction on a watershed basis by partnering with local municipalities. The outcome of these partnerships will assist in providing a holistic view and approach to chloride application and reduction on a watershed level.

Mr. Stephen McCracken
 October 8, 2012
 Page 2

1 | Additionally, over the next two and half years (by Winter 2014-2015 – prior to winter maintenance of new facilities), road salting policies, practices, procedures, and materials will be reviewed. Adjustments will be made where practicable and feasible. Additional operator training will be provided, as necessary based on this review. The potential use of chloride reduction BMP, including a water quality monitoring program, will be explored and coordinated with your office.

Riparian Buffers

Comment: The DRSCW recommended that existing riparian buffers be preserved and that your office be granted easements to re-build buffers in the project corridor.

2 | **Response:** Please note that disturbance of streamside/riparian vegetation will be kept to a minimum. Areas that are disturbed would be stabilized in accordance with the National Pollutant Discharge Elimination System (NPDES) and Clean Water Act Section 404 permit requirements. Tree/vegetation replacement will be guided by Federal Aviation Administration (FAA), Illinois Tollway, and IDOT policies. Erosion controls, stormwater quality/quantity best management practices (e.g., compensatory floodplain storage, bioswales, etc.), trees, shrubs, and other appropriate vegetation would be installed near streams to mitigate for riparian impacts. Coordination with the DRSCW would take place to investigate local sites within the Salt Creek Watershed that could provide additional riparian mitigation, if necessary.

It is important to note that the FAA is a signatory on the Final EIS and has a great deal of interest in protecting the traveling public through implementation of a variety of wildlife deterrents, including vegetation management techniques. The project must conform to an FAA wildlife hazard management advisory circular (*Hazardous Wildlife Attractants On or Near Airports*, AC No. 150/5200-33B, dated August 28, 2007) to protect the traveling public. FAA will dictate, to a large degree, what types of vegetation can be installed and where. Within the project corridor, the FAA is unlikely to allow installation of vegetation that can be considered wildlife attractants that would put air travelers at risk.

Fish Passage

Comment: The DRSCW also recommended that fish passage be maintained at any river crossing or culvert that the project installs.

Response: As part of the proposed improvements, several existing roads will be widened. Several of the drainage structures along these roads will remain in place and will be extended, as necessary. The Elgin-O'Hare Expressway will be extended east from IL Rte 53 to O'Hare Airport (within the existing Thorndale Avenue corridor). Existing Thorndale Avenue will be re-established as a frontage/service road that will flank the proposed Elgin-O'Hare Expressway. The West Bypass will be constructed on new alignment.

Mr. Stephen McCracken

October 8, 2012

Page 3

3

All new crossing structures have been designed in accordance with state and federal requirements. Existing structures that will remain have also been evaluated. If the existing structures need to be upgraded, they will be replaced to meet design requirements. Similarly, new culverts at intermittent and perennial waterways will be designed to accommodate anticipated high-water flows, fish passage, and not to impede low-water flows to minimize the negative effects to the aquatic ecosystem. Per the Illinois Tollway drainage design criteria, culverts are designed for the 50-year peak flow and checked for the 100-year and 500-year peak flows to avoid overtopping.

As specified in subsection 3.21 (*Environmental Commitments*) of the Draft EIS, the bottom of new box or pipe culverts will be buried below streambed elevations to maintain a more natural appearance, when feasible, given the size of the structure and context of location. Bottomless culverts will be considered in final design, when feasible, based on size of the span, geometry, skew, potential environmental impact associated with its installation, and cost. It is important to note that if a culvert or pipe is less than 48 inches wide (e.g., diameter), it is very difficult to place riverbed material within the structure.

4

Polycyclic Aromatic Hydrocarbons (PAHs)

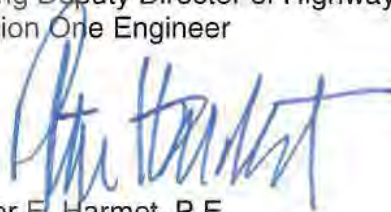
Comment: The DRSCW noted that the BMP presented in the Draft EIS to manage PAHs are reasonable. Your office also suggested that regenerative air street sweeping be considered.

Response: The project team will re-evaluate post construction water quality BMPs, including street sweeping practices. Regenerative air street sweeping will be considered as part of this review.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

1 that issue addressed, and that's at 850 Elmhurst Road.
2 There's a school bus parking lot on the property, and
3 the only access in and out of the property is off of or
4 onto Elmhurst Road.

5
6 - - - - -

7
8 MR. BOSKELLY: Mr. Terrence J. Boskelly,
9 B O S K E L L Y, 1070 Tennessee Lane, Elk Grove Village,
10 Illinois 60007.

11 I'd like to say that this sound barrier, where
12 they have the proposal here, I would like it to stay
13 where it's at. It shows it being moved to the north of
14 the pond. I would like it to stay south of the pond,
15 where it basically exists right now. So I kind of
16 oppose this proposal of where they want to move it to.

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18 - - - - -



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. Terrence Boskelly
1070 Tennessee Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Boskelly:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1

Your comment, indicated a preference for the location of the noise wall. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MS. FRERES: Andrea and Greg, G R E G, Freres,
2 F R E R E S, 1089 Florida Lane, Elk Grove Village,
3 Illinois.

4 We do want the sound barrier to remain, and we
5 do want it to remain right where it is. Because we had
6 heard it was going to move. So we do, definitely, want
7 it because it is noisy even with the noise barrier
8 that's there. So we definitely want the sound barrier,
9 but we would like it to remain exactly where it's at
10 because if they move it, it will affect our property
11 value. Thank you.

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13 - - - - -
14

15 MR. PETZOLD: Paul Petzold, P E T Z O L D,
16 1246 Dover Lane, Elk Grove Village, Illinois 60007.

17 Well, I would like to say that all of the
18 people that have the name tags on and that help the
19 people are doing an excellent job and I couldn't find
20 anything without them. That's it.

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Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

September 4, 2012

Mr. and Mrs. Greg Freres
1089 Florida Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. and Mrs. Freres:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1

Your comment, indicated a preference for the location of the noise wall. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MR. HUDGINS: Scott Hudgins, 1062 Tennessee Lane,
2 Elk Grove Village, H U D G I N S.

3 We would like to have the sound barrier wall,
4 but we would like it placed in the same spot it is now.
5 We don't want it moved to the north side of the lake or
6 retention ponds there. They show that on -- It's on one
7 of the pamphlets. She's got the other one. They had
8 showed it in one of the pamphlets, that they were moving
9 it. We just want it where it is, to be placed where it
10 is. Then we would like it. Otherwise, we don't want
11 it.

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14

15 MR. HARTMAN: My name is Donald Hartman,
16 H A R T M A N, at 1074 Tennessee Lane, Elk Grove
17 Village.

18 This is pertaining to the noise wall. We
19 would like to retain the noise wall if it stays in its
20 current location and doesn't move north of the retention
21 pond. And we'd also like it to be made of something
22 aesthetically pleasing. Thank you.

23
24 - - - - -



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. Donald Hartman
1074 Tennessee Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Hartman:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [Your comment, indicated a preference for the location of the noise wall. IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MR. MUSSO: I'm the property owner, Joseph,
2 J O S E P H, Musso, M U S S O.

3 And I'm leaving a comment in regards to the
4 intersection alternatives for Illinois Route 72 and
5 Elmhurst Road. I would like to say as a business owner
6 that we support either the Old Higgins Road alternate or
7 the Greenleaf Avenue alternate. I believe it would be
8 far less detrimental to our business and have a more
9 positive impact. Thank you.

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13 MR. HOREJS: Scott Horejs, H O R E J S,
14 209 East Murray Drive, M U R R A Y, in Wood Dale,
15 Illinois 60191.

16 I'm for the full build of the ring road, and
17 I'm also for any additional improvements, transit and
18 bicycle and pedestrian.

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Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 20, 2012

Mr. Scott Horejs
209 East Murray Drive
Wood Dale, IL 60191

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Horejs:

1 [We are writing to acknowledge and thank you for the comment you provided at the April 18, 2012 Public Hearing, which stated general support for the project.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Jeff Mermuys, City Manager, City of Wood Dale

1 MR. HUDGINS: Scott Hudgins, 1062 Tennessee Lane,
2 Elk Grove Village, H U D G I N S.

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Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. Scott Hudgens
1062 Florida Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Hudgens:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 | Your comment, indicated a preference for the location of the noise wall. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

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If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MS. FRERES: Andrea and Greg, G R E G, Freres,
2 F R E R E S, 1089 Florida Lane, Elk Grove Village,
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15 MR. PETZOLD: Paul Petzold, P E T Z O L D,
16 1246 Dover Lane, Elk Grove Village, Illinois 60007.

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Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 20, 2012

Mr. Paul Petzold
1246 Dover Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Petzold:

1 [We are writing to acknowledge and thank you for the comment you provided at the April 18, 2012 Public Hearing, which noted the helpfulness of project staff.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

Peter E. Harmet, P.E.
Bureau Chief of Programming

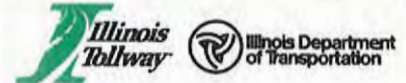
cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

THE mailer I received showed the sound barrier as going thru my backyard. After speaking with Ron Krall here, it was stated that the mailer is wrong. Noise barrier is shown incorrectly. I DO NOT WANT A NOISE BARRIER IN MY YARD! If it is by the on ramp that is fine.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: LORIE SIMON

Address: 1065 FLORIDA LANE

ELK GROVE, IL 60007

Phone: 847.301.2787

1 MS. SIMON: Lorie Simon, L O R I E, S I M O N.
2 1065 Florida Lane, in Elk Grove.

3 So, okay, here's the problem. The mailing we
4 received shows the potential noise barrier as directly
5 in my backyard. The map here is saying that the mailing
6 was incorrect.

7 So I don't want the noise barrier if it's
8 going to be directly along our yard line, but if it is
9 going to be along the street line, I do vote yes.

10
11 - - - - -
12

13 MR. ZENKICH: My name is Ilias, I L I A S. Last
14 name is Z, as in zebra, E N K I C H, Zenkich.

15 I have an issue with the Elmhurst Road
16 development. And I don't know if you can take a quick
17 look, but I'm trying to explain it as best I can.

18 When they make this median here (indicating),
19 there's going to be no ability to cross and make a left
20 turn out of the property and no left turn into the
21 property off of Elmhurst Road. And I need to have that.
22 And she said it's because of some kind of issue with
23 crossing the road. But this driveway here (indicating)
24 is going to have access either way. So I need to have



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Ms. Lorie Simon
1065 Florida Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Simon:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [Your comment indicated a preference for the location of the noise wall proposed in your area. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined by the Illinois Tollway's Local Advisory Committee, which will be formed this fall.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MS. SIMON: Lorie Simon, L O R I E, S I M O N.
2 1065 Florida Lane, in Elk Grove.

3 So, okay, here's the problem. The mailing we
4 received shows the potential noise barrier as directly
5 in my backyard. The map here is saying that the mailing
6 was incorrect.

7 So I don't want the noise barrier if it's
8 going to be directly along our yard line, but if it is
9 going to be along the street line, I do vote yes.

10
11 - - - - -
12

13 MR. ZENKICH: My name is Ilias, I L I A S. Last
14 name is Z, as in zebra, E N K I C H, Zenkich.

15 I have an issue with the Elmhurst Road
16 development. And I don't know if you can take a quick
17 look, but I'm trying to explain it as best I can.

1 18 When they make this median here (indicating),
19 there's going to be no ability to cross and make a left
20 turn out of the property and no left turn into the
21 property off of Elmhurst Road. And I need to have that.
22 And she said it's because of some kind of issue with
23 crossing the road. But this driveway here (indicating)
24 is going to have access either way. So I need to have



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 8, 2012

Mr. Ilias Zenkich
850 Elmhurst Road
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Zenkich:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1

In your comment, you expressed concern regarding the potential restriction of left-turn movements into and out of your property. Access control measures are required for the expansion of Elmhurst Road to six lanes and include a raised median in the vicinity of your property. Initially, the proposed improvements included the restriction of all left-turn movements into and out of your driveway on the west side of Elmhurst Road. However, in consideration of your comment, a northbound to westbound left-turn lane has now been incorporated into the Elmhurst Road design to allow left-turns from Elmhurst Road into your property with school bus parking, but left-turn movements out of the Private Drive to Elmhurst Road continue to be restricted. Please see the attached exhibit.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Mr. Ilias Zenkich
October 8, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

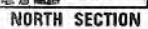
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village



1 MR. MUSSO: I'm the property owner, Joseph,
2 J O S E P H, Musso, M U S S O.

3 And I'm leaving a comment in regards to the
4 intersection alternatives for Illinois Route 72 and
5 Elmhurst Road. I would like to say as a business owner
6 that we support either the Old Higgins Road alternate or
7 the Greenleaf Avenue alternate. I believe it would be
8 far less detrimental to our business and have a more
9 positive impact. Thank you.

10
11 - - - - -
12

13 MR. HOREJS: Scott Horejs, H O R E J S,
14 209 East Murray Drive, M U R R A Y, in Wood Dale,
15 Illinois 60191.

16 I'm for the full build of the ring road, and
17 I'm also for any additional improvements, transit and
18 bicycle and pedestrian.

19
20 - - - - -
21
22
23
24

COMMENT FORM

ELGIN O'HARE
WEST BYPASS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I.D.O.T.

FIRST, THANK YOU, THE MEETING WAS
VERY INFORMATIVE.

I HAVE A QUESTION REGARDING TGR NOISE
WALL (DI) AT THE BIRSTERFIELD/1290 INTERCHANGE.
I WANT TO KNOW APPROXIMATELY WHEN CONSTRUCTION
WILL BEGIN. I ALSO WANT TO KNOW THE PROPOSED
HEIGHT OF THE WALL AT VARIOUS STAGES BETWEEN
DEVON & BIRSTERFIELD ESPECIALLY AT THE
NORTH BOUND EXIT RAMP.

I LIVE RIGHT AT THE RAMP AND THE
EXISTING NOISE COMING DOWN FROM THE HALFWAY
POINT UP THE RAMP IS UNBEARABLE. I WANT
TO BE SURE THAT THIS PORTION WILL HAVE THE
HIGHEST (25 FT) BARRIER. AT THIS POINT MY YARD
IS APPROX. 100 FT. FROM THE RAMP. I WOULD REALLY
LIKE TO SIT OUT ON MY PATIO & HAVE COFFEE IN THE
A.M. WITHOUT THE CONSTANT NOISE.

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: PATRICK J. CUSACK

Address: 1006 MARTHA ST.

ELK GROVE IL. 60007

Phone: Home 847-640-6876

WORK 847-699 5233

EMAIL PCUSACK@PARKER.C



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. Patrick Cusack
1006 Martha Street
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Cusack:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

In your comment, you indicated support for a noise wall in your area and had questions regarding noise wall parameters and the construction schedule. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

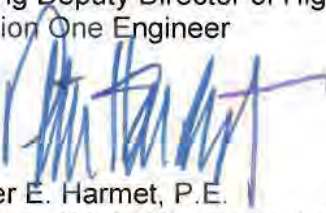
The project is being constructed by the Illinois Tollway as part of the 15-year capital program, Move Illinois: The Illinois Tollway Driving the Future (Move Illinois Program.) As indicated in the Move Illinois Program, construction near the I-290 interchange is scheduled to occur between 2013 and 2017.

Mr. Patrick Cusack
August 31, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

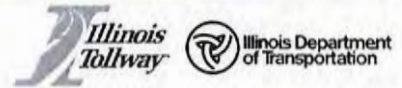
cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 Con-way Freight at 401 W. Touhy Ave
Des Plaines, IL objects to the temporary
easement scope. The proposed temp. easement
would substantially interfere with daily
operations at this location. We request
input on size / scope / duration of easement
As well as continuous access to the
property during construction from both
Touhy Ave and Old Higgins Rd.
We request contact with Con-way Freight
at headquarters address:

2211 Old Earhart Rd
Suite 100
Ann Arbor MI 48105
Attn: Legal / Real Estate

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Jeanette Darnell
Address: 2211 Old Earhart Rd
Suite 100
Ann Arbor MI 48105
Phone: 734-757-1273



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Ms. Jeannette Darnell
Con-way Freight
Attn: Legal/Real Estate
2211 Old Earhart Road, Suite 100
Ann Arbor, MI 48105

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Darnell:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [Your comment expressed concern regarding maintaining operations at Con-way Freight on Touhy Avenue in Des Plaines during construction. Construction staging plans have not yet been developed. During the final design process, the Illinois Tollway will prepare maintenance of traffic plans for each section of construction to maintain traffic through the construction zone and access to adjacent properties. The maintenance of traffic plan will be coordinated with the City of Des Plaines and details of the plan will be shared with property owners. Ample notification will occur prior to construction, and any concerns can be discussed further with the Illinois Tollway at that time.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

Peter E. Harmet, P.E.
Bureau Chief of Programming

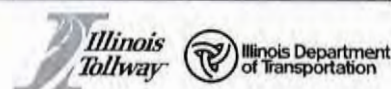
cc: Timothy Oakley, Director of Public Works and Engineering, City of Des Plaines

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS

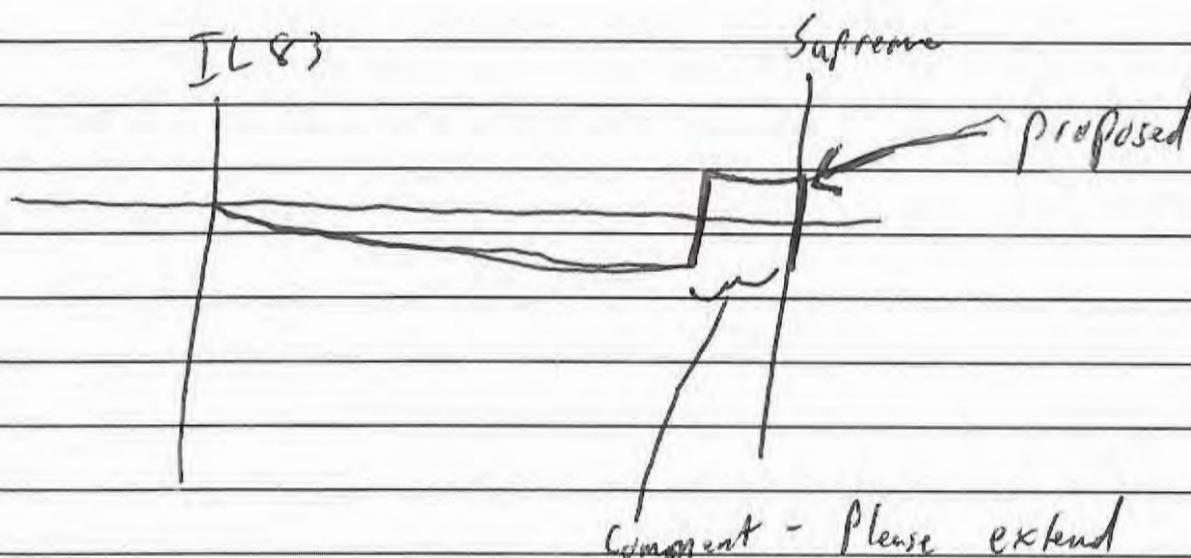
Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Heading Eastbound on the tollway,

Please provide direct access between IL-83 and Supreme
opposed to going back under the express way North, over the
tracks to Supreme.



I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Jason DeFilippis

Address: 2 N. LaSalle 9th Floor
Chicago, IL 60602

Phone: 312 3245922



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Jason DeFilipps
2 N. LaSalle, 9th Floor
Chicago, IL 60602

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. DeFilipps:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1

Your comments expressed concern regarding the proposed design of the frontage road between Illinois Route 83 and Supreme Drive. This section of the frontage road has been redesigned as a continuous frontage road between Illinois Route 83 and York Road, where the section between Illinois Route 83 and Supreme Drive is one-way eastbound, and the remaining section to the east accommodates two-way travel. The revised design is contingent upon Illinois Commerce Commission (ICC) approval of an at-grade railroad crossing on the proposed frontage road east of Illinois Route 83, (see the attached exhibit).

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

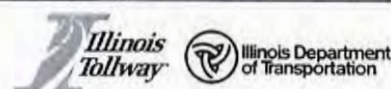


COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 [THIS PROJECT FILL A MUCH-NEEDED GAP IN TRANSIT
FROM THE WEST SUBURBS TOWARD O'HARE. THE PARTICIPATION
OF IDTA WILL HELP MOVE THIS FORWARD QUICKLY.

BUILD IT NOW!

I (do ☐ do not ☒) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: DARREN T FRAUEN

Address: 235 HOME AVE

ITALIA IL 60143

Phone: 630 688 0724



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Darren T. Franzen
235 Home Avenue
Itasca, IL 60143

Re: Elgin O'Hare – West Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Franzen:

1 [We are writing to acknowledge and thank you for the comment that you provided at the April 18, 2012 Public Hearing, which stated general support for the project.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Evan Teich, Village Administrator, Village of Itasca

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
commotion - opposition - solution

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



My family lives at the north end of Lincoln.
Our property runs up against the existing IDOT
right of way. There are 2 things that concern
me:

① Noise - We absolutely need the noise wall.
We cannot sit in our backyard today &
have a conversation. Additional traffic
will have me closing my windows even more
in an attempt to shut out the noise.

② Water - Any decent amount of rain results
in runoff from the EOE to the low-lying
area north of our property & eventually
standing water at the end of our drive
way where I cannot get my car sun &
out & water running down our block
for hours. Please resolve the grading
problem with the noise wall installation.
Our basement has flooded multiple times
because of the water runoff

Thank you for your consideration. I look
forward to a response.

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Daniel George

Address: 1720 Lincoln St

Roseville, IL 60172

Phone: 224-217-0410



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Daniel George
1720 Lincoln Street
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at April 18, 2012 Public Hearing

Dear Mr. George:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.


1 Your comments indicated support for the noise wall in your area. IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

2 Your comments also indicated concern regarding flooding in your area. A review of the plans for the original construction of the Elgin O'Hare Expressway indicates that approximately 40 percent of the land within the highway right-of-way originally draining to a pipe culvert and a well-defined channel near Lincoln Street. This drainage has been rerouted easterly since that time. The construction of the existing Elgin O'Hare Expressway reduced stormwater runoff volume and peak discharge to the concerned area. The future construction of the "Full Build" expressway would further reduce the highway runoff tributary area to this location. Therefore, the proposed improvements will not worsen the drainage conditions.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Mr. Daniel George
October 5, 2012
Page 2

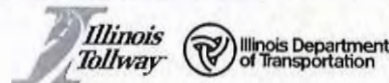
cc: Jeffrey O'Dell, Village Administrator, Village of Roselle

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
communities opportunities solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

I'm disappointed that a road I currently use (EO from Meachum to I290) will now be toll. Also with no information as to how the city will handle access to the eastern (term 12345) terminals I see no advantage to building this road!

2

This ~~new~~ project will only cost me more money (toll) each morning & doesn't make getting to O'Hare easier

My vote is don't build this road!

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

Cathy Gucci

Address:

961 Cross Creek Dr. No.

Roselle IL 60172

Phone:

312-371-5087



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Ms. Cathy Gucci
961 Cross Creek Drive
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Gucci:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you expressed opposition to tolling the Elgin O'Hare Expressway between Meacham Road and I-290. An extensive analysis was conducted to determine the most viable way to fund the proposed improvements. In addition, an Advisory Council was also formed to develop a strategy for funding the project. Many alternatives were examined, including traditional federal and state funding sources, tolling all or portions of the improvements, local funding sources, and federal loans. The result of the analysis concluded that tolling would fulfill the Advisory Council's objective of identifying a viable funding mechanism.

2 [An analysis was also conducted to determine if all or a portion of the proposed improvements should be tolled. Several variations were examined, but the conclusions were always similar. Excluding sections of the project from tolling would result in lower total revenue, causing a major shortfall in funding. As such, the full extent of the proposed project would be tolled. Please see our November, 2010 Corridor Planning Group Presentation at:

http://www.elginohare-westbypass.org/TierTwo_StakeholderWorkingGroups/101116_CPG_PDF_VER_SION.pdf

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and at the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Ms. Cathy Gucci
October 5, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Jeff O'Dell, Village Administrator, Village of Roselle

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 PLEASE CHECK OUT BUMP ON PAVEMENT ON WEST BOUND EXIT RAMP ^{FOR} MICHAM ROAD. IT SHAKES OUR HOUSE WHEN TRUCKS HIT IT. SHAKES PICTURES/MIRRORS IN OUR HOME !!!

ABOUT
500ft
EAST
OF MICHAM
BY JUDY
INTERSECTION

↓
NORTH

PLEASE REPAIR A.S.A.P. BEFORE PROJECT STARTS.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name:

CREGG JACKSON

Address:

1715 ROOSA LANE

ELK GROVE, IL 60007

Phone:

708 372-2596



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Gregg Jackson
1715 Roosa Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Jackson:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [Your comment noted that truck movements on the westbound exit ramp to Meacham Road causes your house to shake, and you indicated that the road may be in need of repair. In response to your concern, this section of roadway was patched in May of this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

COMMUNITY PARTICIPATION

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Illinois Department
of Transportation

Noise concern

Mechan Ramp (west bound)
ie Noise created by
Vehicle truck going west
onto Elgin O'Hare

Mechan

Elgin O'Hare

Present Sound
Wall

could additional
wall be added on
North side of Ramp

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name:

Bob Kast

Address:

1034 Tennessee Ln
Elk Grove IL

Phone:

847-895-8195



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Bob Kast
1034 Tennessee Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Kast:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you indicated a preference for the location of the proposed noise wall on the north side of the Elgin O'Hare Expressway, west of Meacham Road. The proposed location of this noise wall has been moved south of the pond so that it is adjacent to the westbound entrance ramp from Meacham Road (see attached exhibit). Further evaluation with regards to the noise wall's length and height will be conducted during final design as will the material type and aesthetic features of the walls.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer


By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village



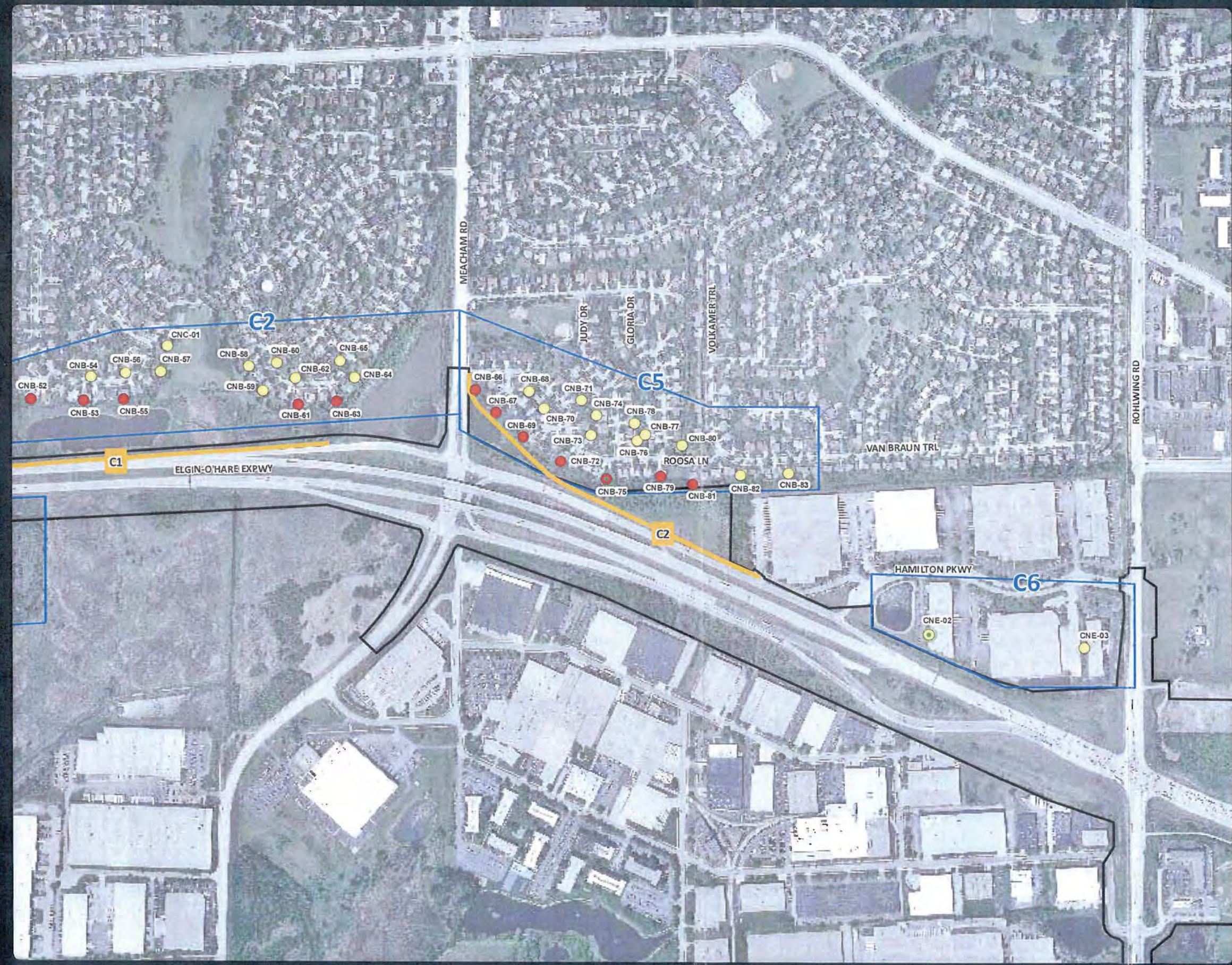
LEGEND

-  Receptors
 -  Impacted Receptors
 -  Representative Worst Case Receptors
 -  Noise Barrier to be Implemented
 -  Common Noise Environment
 -  Project Corridor
- Note:
- Barrier locations are approximate.

Source:
- Aerial photography: City of Chicago, 2009



Noise Receptors
Section C

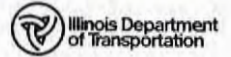


COMMENT FORM

 ELGIN O'HARE
WEST BYPASS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I manage the property at 1100 Arlington Heights Rd in Itasca.

We would like to begin discussions regarding a second egress/ingress route from our parking lot out onto Ketter Dr.

This would be directly across from the light that is already scheduled as Ramp L1.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☒

Name: Adam Keldermans

Address: 8755 Higgins Rd, Suite 100 Chicago, IL 60631

Jones Lang LaSalle

*
Phone: 630-561-3751



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

September 24, 2012

Mr. Adam Keldermans
8755 W. Higgins Road, Suite 100
Chicago, IL 60631

Re: Elgin O'Hare West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Keldermans:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.


1 [Your comment indicated you would like to discuss additional access from your parking lot onto Ketter Drive. The proposed Elgin O'Hare West Bypass improvements do not affect current access. We suggest that you contact the Village of Itasca to discuss additional access points onto this Village roadway.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and at the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

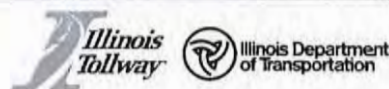
cc: Nicole Aranas, Director of Community Development, Village of Itasca

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 [Will the noise wall be constructed
first before construction begins to widen
the existing ELGIN-O'HARE ?

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name:

TONY LANE

Address:

320 KENNEDY LN

ROSELLE, IL

Phone:

630 529 5990



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 3, 2012

Mr. Tony Lane
320 Kennedy Lane
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Lane:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

In your comment, you asked if the noise walls will be constructed before the roadway improvements. The sequence for constructing the noise walls and roadway improvements is still being analyzed and has not been finalized. Construction is expected to begin as early as 2013 along the existing Elgin O'Hare Expressway.

1 The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting in the Fall of 2012.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

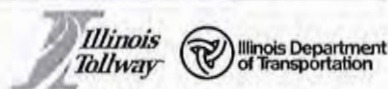
cc: Jeff O'Dell, Village Administrator, Village of Roselle

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I live next to the proposed sound barrier in Elk Grove Village. My neighbors and I are for it. My concern is that a lot of cards went to renters and not the actual owners of our properties. Please keep in mind that if you don't receive enough cards, it is not because of a lack of interest.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name:

Vito LaSusa

Address:

1092 Savoy Ct
EGV

Phone:

847-640-6650



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. Vito LaSusa
1092 Savoy Court
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. LaSusa:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

In your comment, you indicated support for a noise wall in your area and expressed concern that we may not have contacted all stakeholders regarding this issue. Please note that for properties that are rented, mailers were sent to both the property owner and the renter.

IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will be formed this fall.

The Tier Two Final Final Environmental Impact (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



To Whom it May Concern:

The noise we hear from the Elgin O'hare already is so loud for us here that we can't leave our bedroom windows open at night as it stands right now. Turning the EOE into a toll way will add a lot of "faster" traffic like 80mph traffic.

We would like to know what material will be used for the new wall because the thin wood that is in place right now does little to abate the noise.

We'd like a solid wall, no split for stream - ~~or~~ and the tallest walls possible so that we can be on our deck and hear each other talking. What will be done to preserve the value of our house - we don't want value to go down.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: Linda Long

Address: 491 Shadow Lake Bay
Roselle, IL 60172

Phone: 630-307-9545

Thank You
Linda Long (Pinkus)



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Ms. Linda Long
491 Shadow Lake Bay
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Long:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 In your comment, you requested the proposed noise wall have no breaks and be as tall as possible. IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

Peter E. Harmet, P.E.
Bureau Chief of Programming

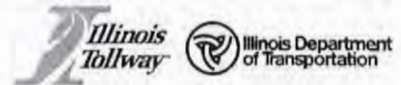
cc: Jeff O'Dell, Village Administrator, Village of Roselle

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



OUR HOUSE IS LOCATED AT 1745 ROOSA LANE
ELK GROVE VILLAGE. OUR BACKYARD FACES THE
WESTBOUND RAMP EXISTING WESTBOUND ELGIN-
O'HARE EXPRESSWAY REFER TO SHEET NO 5 OF 22
" WEST SECTION AND CENTRAL SECTION - PART A.

THE PROPOSED NOISE WALL IS NORTH OF
EXPRESSWAY AND EAST OF MEACHAM RD.

IT IS DESIGNATED AS C2 ON EXHIBIT 3-11E
IN DEIS. WE NEED THIS NOISE BARRIER.

OUR BACKYARD BECOMES USELESS AS THE
NOISE LEVEL EXCEEDS FAR ENOUGH TO CONDUCT
CONVERSATION. THE EXISTING BARRIER IS
NOT EFFECTIVE AND BROKEN AT FEW PLACES.

WE NEED BARRIERS THAT ARE AT
LEAST 20 FT HIGH AND WILL REDUCE
NOISE LEVEL HIGHER THAN 5-10 DBA AS
PROPOSED IN CURRENT DESIGN.

AN EFFECTIVE BARRIER WILL MAKE
SUBSTANTIAL DIFFERENCE IN OUR LIFESTYLE
AND NEIGHBOURS.

THANK YOU.

I (do ☒ do not ☐) desire a response

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: SHIRSH MANIAR

Address: 1745 ROOSA LANE

ELK GROVE VILLAGE IL 6007

Phone: 847 891 1173



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. Shirish Maniar
1745 Roosa Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Maniar:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

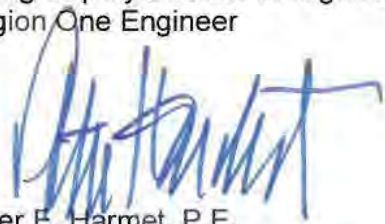
1 [In your comment, you indicated support for a noise wall in your area. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will be formed this fall.

The Tier Two Final Environmental Impact (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



SEE ATTACHED -
2 pages

Parcel ID 0836100011

2801 Touhy
EIK GROVE, ILL.

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name:

McLENNAN COMPANY
AGENT AND MANAGER

Address:

James McLeenan
25. N. Northwest Hwy

Phone:

Park Ridge, ILL, 60068
847-655-3370

On April 18, 2012 we attended the IDOT Public Hearing and witnessed all four intersection alternatives for IL 72 (Touhy Avenue) and Elmhurst Road. We have a major concern that the impact of these proposals will have a catastrophic effect on the property known as, 2801 Touhy, Elk Grove Village, IL, by reducing access and eliminating parking along IL 72.

The Panel marked "Continuous Flow Alternate" proposes the taking of approximately 21' across the entire front of the site (for a total take of 0.12 acres). This frontage contains the prime 20 car parking spaces for tenants, Fastenal, Subway and (coming) Honda Equipment. There is no doable alternative on site to replace these spaces. Such taking and loss would constitute grounds for lease terminations as well as a change to "non-conforming" under the current zoning in Elk Grove. This action would generate severe economic loss and render these and adjoining leasable space unusable as currently occupied. The "Continuous Flow Alternate" appears to be the most detrimental to our property.

The two alternates that appear to have the least impact on our prime parking spaces are the "Quadrant Bypass (Old Higgins Road) Alternate" and the "Quadrant Bypass (Greenleaf Avenue) Alternate".

It also appears, and is highly desirable, that the left-in and left-out movements at the existing driveway entrance could remain under these alternates. This is very strategic for our tenant's survival.

When the property was first developed in 1986 it was subdivided into four (4) lots and access was reduced to two (2) driveways with both having full access on IL 72 (Touhy Avenue). Businesses were attracted and have remained in operation requiring the full accesses. Any reduction in access would severely impact and cripple the viability of the tenants. Therefore the functional, commercial, and economic value of the whole property would be damaged.

Page 2 of 2

1 In particular, the left-in and left-out movements for 2801 Touhy are made possible by IDOT's installation of a mountable median at the end of the taper for the left turn lanes on IL 72 at the intersection with Elmhurst Road. This condition can be maintained with both "Quadrant Bypass Alternates" and is critical. This condition is not unique or problematic and is seen throughout the Chicago Metropolitan area. One such example is along IL 53, north of North Avenue.

We ask that you give full and appropriate consideration to the facts reported in this comment sheet. The future economic viability of 2801 Touhy rests on these determinations.

Submitted this 7th day of May, 2012

By Building Manager and Agent for
Ownership,



James D. McLennan
25 N. Northwest Highway
Park Ridge, IL 60068
847-655-3370



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 19, 2012

Mr. James D. McLennan
25 N. Northwest Highway
Park Ridge, IL 60068

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. McLennan:

Thank you for the comment that you provided on May 7, 2012 regarding the Elgin O'Hare – West Bypass project.

1 In your comment, you expressed concern regarding the impact the Continuous Flow Intersection Alternate at Elmhurst Road and IL 72 would have on your property. The Continuous Flow Intersection design is not being pursued as the preferred alternate. Rather, the Quadrant Bypass (Old Higgins Road) Intersection Alternate is being carried forward as the preferred alternate (see attached exhibit).

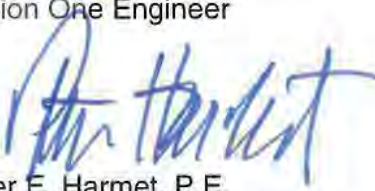
The preferred alternate would not impact building parking along the frontage of your property. Under the proposed improvement, traffic movement from Touhy Avenue at your property will allow for left in, right-in and right-out only. Along Old Higgins Road, preliminary design currently indicates the need to close access at the western driveway because of the realignment of Old Higgins Road in this location. The eastern driveway will remain open and unchanged.

As final design advances in this location, additional input will be requested from affected property owners. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

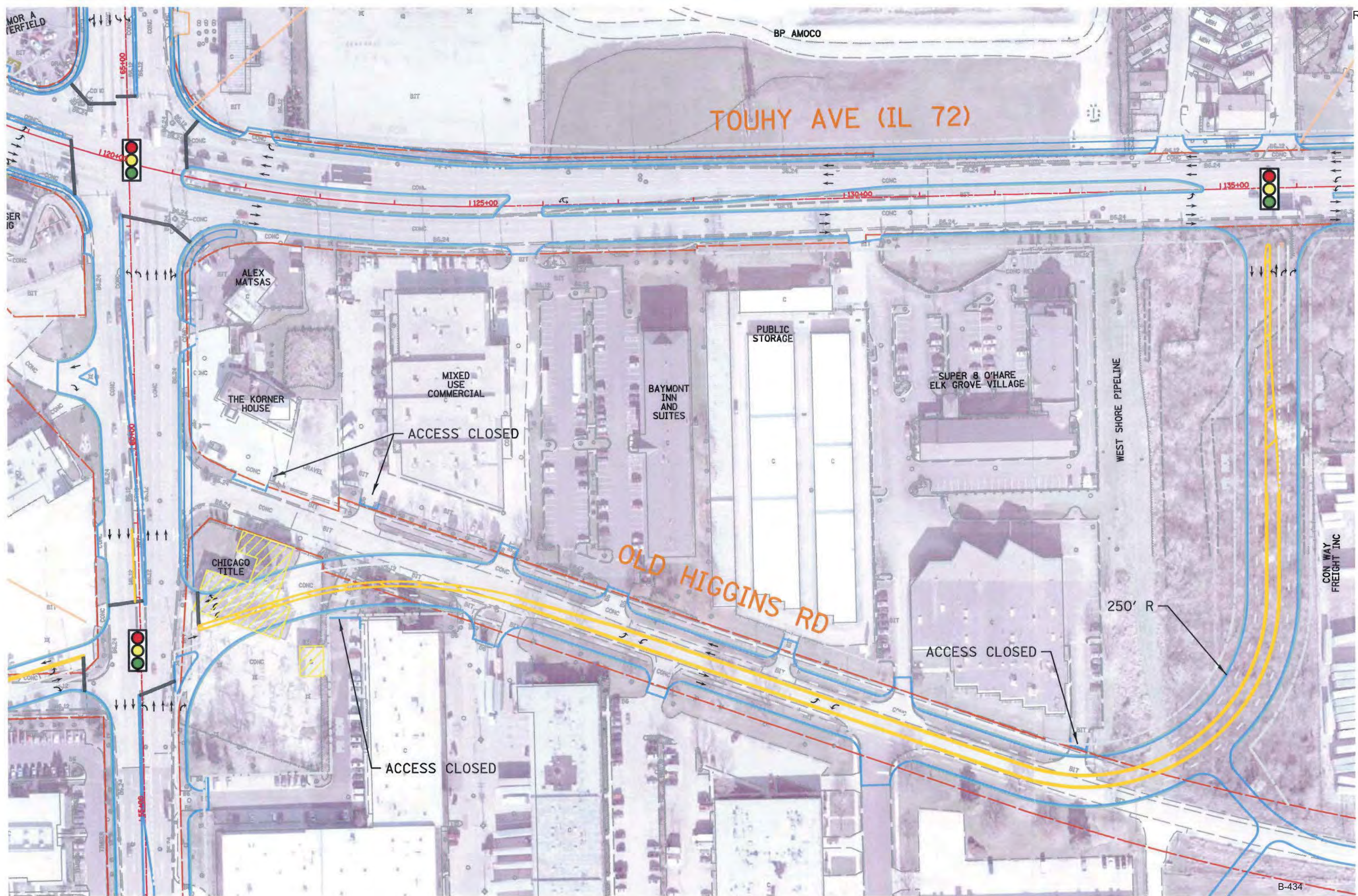
By:


Peter E. Harmet, P.E.
Bureau Chief of Programming

Mr. James D. McLennan
October 19, 2012
Page 2

Attachment

cc: Shawn Hamilton, City Manager, City of Park Ridge

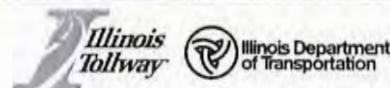


COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Jay Patel

7N245 Parkside Ave, Itasca IL 60143

JHNS247@Yahoo.com 847-456-5419.

I see that the noise wall stops at Arlington Hts Road and does go east of that. There are only 2 rows of home east and would be nice if the noise wall be extended further. Will this be in future consideration? We are concerned because of future traffic and rail proposals you have.

Thanks

Jay Patel.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name: _____

Address: _____

Phone: _____



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

September 27, 2012

Mr. Jay Patel
7N245 Parkside Avenue
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Patel:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 In your comment, you asked if extending the noise wall east along the existing Thorndale Avenue corridor (future eastern extension of Elgin O'Hare) would be considered. The results of the noise analysis indicate that the proposed improvements would not cause sensitive receptors east of the noise wall to be impacted by traffic noise. IDOT's policy is to evaluate the use of noise barriers only where impacts caused by the project are predicted. There are no predicted impacted receivers east of the proposed wall location.

IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement expected to be distributed for public review later this year. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting in Fall 2012.

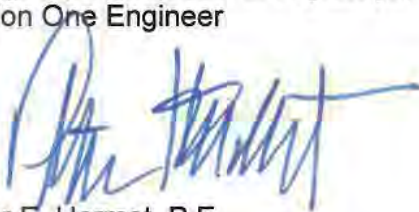
The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Mr. Patel
September 27, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Evan Teich, Village Administrator, Village of Itasca

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



04/18/12

THE CONCEPT IS GOOD AND IS NEEDED, BUT IT SHOULD BE
AS IT BEGAN - AN EXPRESSWAY - NOT A TOLLWAY!!!

THE TOLLWAY BONDS HAVE BEEN, OR SHOULD HAVE BEEN
PAID FOR, YEARS AGO. INSTEAD WE HAVE HAD NOTHING
BUT INCREASES IN THE COST AT EVERY TOLL PLAZA
THIS IS REDICULOUS AND NEVER ENDING.

EXPRESSWAY ONLY! NO TOLLWAY!

WITH HOME VALUES GOING DOWN OUR PROPERTY
TAXES CONTINUE TO RISE. WHERE IS ALL THIS
MONEY GOING?

IT'S A RIPP OFF IF YOU ASK ME!

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: TOM PIGNOTTI

Address: 421 N. ELM ST.

ITASCA, IL. 60143-1719

Phone: (630) 773-0996

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I feel we do not need all these interchanges and toll ways. The Originally the toll ways were to be paid off; turn out to be a rip off because of "Expense/Mayor/etc People hiring Relative - friend + filling their pocket with money."

The People here you hired can not even answer my question they go and get some one else; have wasted money in Our I. Dod - City - Govt. trip to bottom's No Improvement needed ^{Roads} first straighten out your department's

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name:

Eileen Pignatto

Address:

421 W. Elm

Glascow, IL.

Phone:



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 3, 2012

Mr. and Mrs. Tom Pagnotti
421 N. Elm
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. and Mrs. Pagnotti:

Thank you for the comments you provided at the April 18, 2012 Public Hearing.

1 [Please note that an extensive analysis was conducted to determine the most viable way to fund the proposed improvements. An Advisory Council was also formed to develop a strategy for funding the project, and was asked to look at a variety of funding sources and financing mechanisms. Alternatives included traditional federal and state funding sources, tolling all or portions of the project, local funding sources, and federal loans. The result of the analysis concluded that tolling would fulfill the Advisory Council's objective of identifying a viable funding mechanism.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and at the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Evan Teich, Village Administrator, Village of Itasca

COMMENT FORM

ELGIN O'HARE
WEST BYPASS
COMMUNITY OPPORTUNITIES OUTLOOK

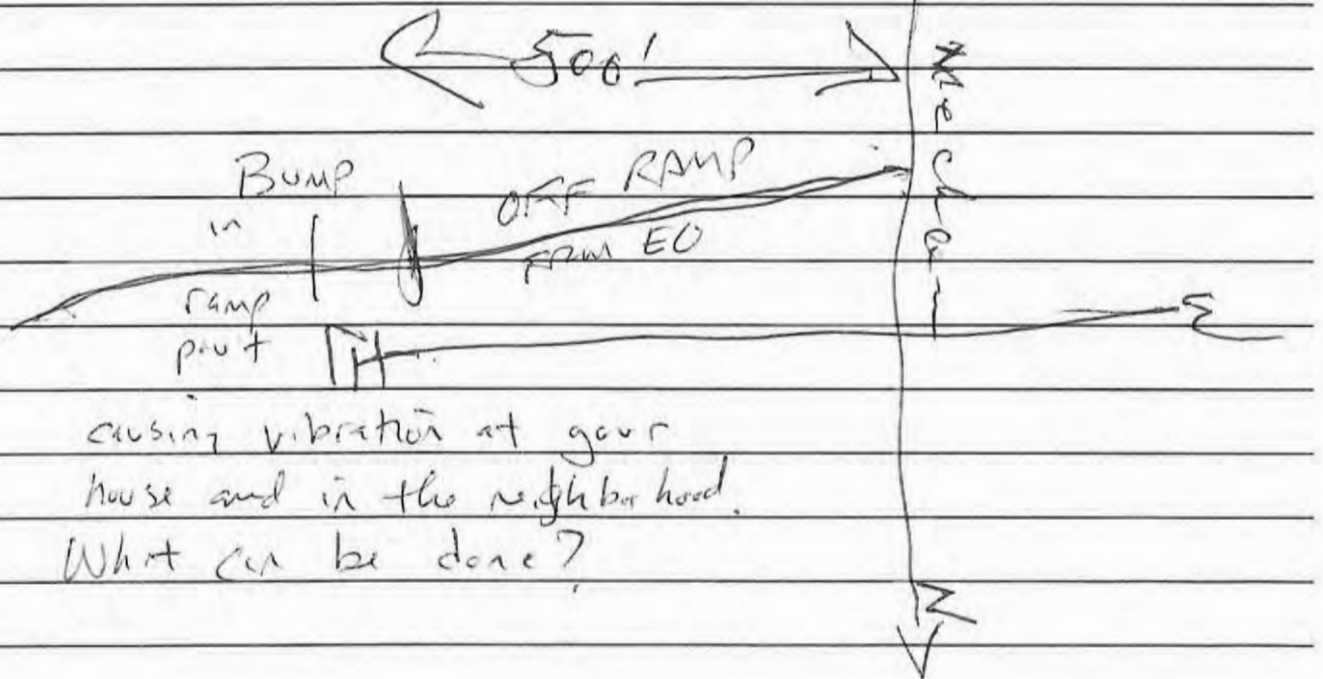
Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Ted Rekawik
1719 ROOSA LN.
EIK GROVE

Cell 847 722 0173



I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

Lue Rekawik

Address:

1719 ROOSA LN.

EIK GROVE

Phone:

847 722 0173



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Ted Rekawik
1719 Roosa Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Rekawik:

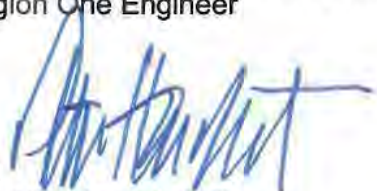
Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [Your comment noted that truck movements on the westbound exit ramp to Meacham Road causes your house to shake, and you indicated that the road may be in need of repair. In response to your concern, this section of roadway was patched in May of this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

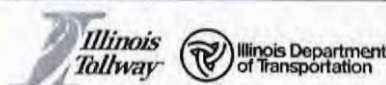
cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM

ELGIN O'HARE
WEST BYPASS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012



I AM REFERRING THE SOUTH SECTION SHEET 12
TRI STATE TOLLWAY I-294 AT LAKE ST AND NORTH AVE RT 64
US 20

MY CONCERNS ARE RELATED TO PROPOSED EXIT FROM
SOUTH BOUND I-294 ON TO COUNTY LINDER FOR ACCESS TO
NORTH AVE.

- THE INCURSION OF THE RAMP INTO THE MAYWOOD SPORTSMENS CLUB WILL CAUSE THE LAKE THERE TO BE BECOME POLLUTED WITH SALT KILLING ALL THE WILDLIFE IN THE LAKE AND THE ADJACENT WET LANDS.
- THE PROPOSED RAMP LOCATION WILL CREATE A SERIOUS SAFETY HAZARD TO THOSE ENTERING AND EXITING BOTH MCMASTER-CARR AND MAYWOOD SPORTSMENS CLUB.
- IT WOULD SEEM MORE LOGICAL TO MOVE THIS EXIT TO THE SOUTH.
- THE NOISE WILL DRIVE OUT THE NESTING BLUE HERONS
- MAJOR SAFETY CONCERNS ABOUT LIGHTS FROM CLUB BLINDING DRIVERS ON RAMP AND SHOTGUN FALLOUT,

I (do ☒ do not ☐) desire a response

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: JEFF RICE

Address: 15W 233 LEXINGTON ST.

ELMHURST, IL 60126

Phone: 630 834 3063



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 3, 2012

Mr. Jeff Rice
15W233 Lexington Street
Elmhurst, IL 60126

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Rice:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

The Illinois Department of Transportation (IDOT) and the Illinois Tollway have been coordinating with the Maywood Sportsmen's Club regarding the concerns the Club and its members have expressed. Please find enclosed a copy of the letter sent to the Club that responds to those concerns.

1

IDOT is currently evaluating all input received from the public and is making any feasible adjustments to the design. These adjustments will be presented in the Final Environmental Impact Statement that is expected to be distributed later this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Enclosure

cc: James Grabowski, City Manager, City of Elmhurst



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 3, 2012

Mr. Michelangelo Scafidi
President, Maywood Sportsmen's Club
P.O. Box 522
Elmhurst, IL 60126

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. Scafidi:

Thank you for the comments that you provided during the public comment period. The Illinois Department of Transportation (IDOT) and Illinois Tollway have considered each of the issues stated in your May 10, 2012 comment letter.

In your comment, concerns were cited regarding the proposed improvements along the Maywood Sportsmens Club (MSC) property. In response, several alternative locations have been examined, including moving the ramp either further north or south to address those concerns. Additional analysis and discussions with the MSC, the City of Elmhurst, the City of Northlake, and McMaster-Carr Supply Company has lead to a decision by IDOT and the Illinois Tollway to adjust the location of the ramp. In a joint meeting of the stakeholders on June 6, 2012, the re-evaluation of the ramp location was discussed and the preferred alternates presented. At that meeting, consensus was reached by the agencies and the stakeholders that the preferred location of the ramps would be shifted to option B, as shown in the attached exhibit.

The MSC also indicated concerns regarding what the potential impacts would have on the chloride levels in the lakes and wetlands on the MSC's property and the subsequent effect on breeding habitat for fish and wildlife. The Tier Two Draft Environmental Impact Statement (EIS) contains a detailed analysis of chloride runoff and related stream or water body contamination. It is important to note that planned roadway improvements in the vicinity of the MSC would be served by a closed drainage system. Stormwater piping would capture and convey roadway runoff to infield areas and/or to nearby stream channels, and the system would extend across the full length of the MSC property bordering County Line Road. Therefore, no fugitive runoff would reach the MSC's lake. Further, the U.S. Army Corps of Engineers (USACOE) has directed the project to use Best Management Practices (BMP) for enhancement of water quality.

Mr. Michelangelo Scafidi
October 3, 2012
Page 2

The project team has developed a concept plan for the implementation of BMP for this purpose. The use of infiltration beds, bioswales, and dry basins are part of the family of techniques available for water quality enhancement.

All sections of the project will require the use these BMP to address the requirements of the USACOE.


MSC also noted that the tree line along County Line Road would be removed, and requested a screen or visual barrier along the roadway to reduce headlight glare into their property. The roadway improvements at this location will include a visual barrier approximately 1,100 feet in length and about eight feet high, and will likely be constructed as post and panel. The final details will be determined in final design, and will include further coordination with the MSC and other stakeholders.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

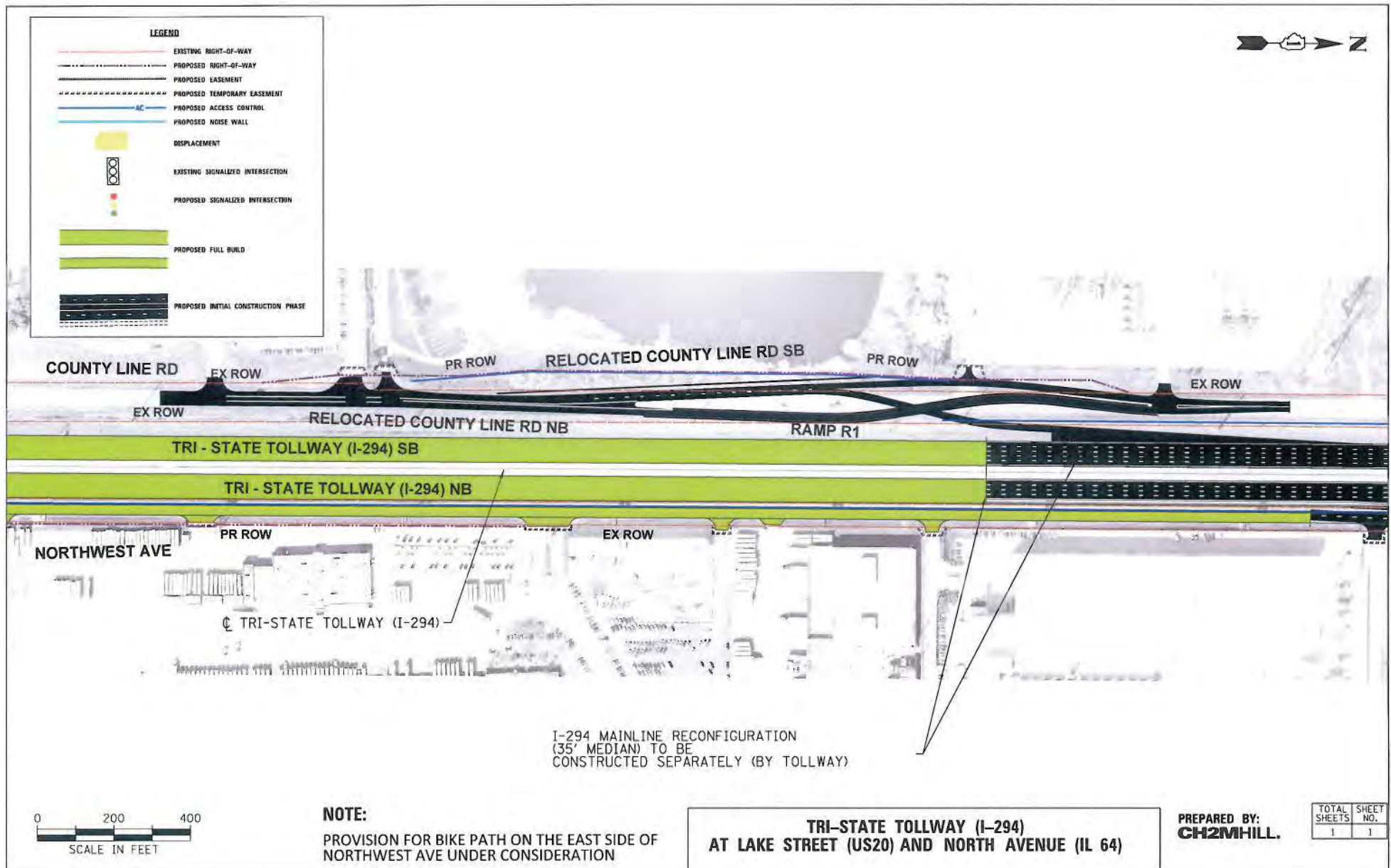
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: James Grabowski, City Manager, City of Elmhurst



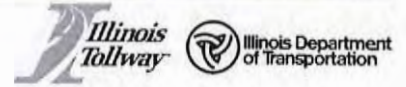
SOUTH SECTION

COMMENT FORM

 **ELGIN O'HARE
WEST BYPASS**
communities opportunities solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

Why are there no noise barriers proposed for the South end near County line Road & Green street in Bensenville?

2

When will the construction start in above mentioned area?

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name:

Kim Schoppe

Address:

314 E Jefferson
Bensenville IL 60106

Phone:



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Ms. Kim Schoppe
314 E. Jefferson
Bensenville, IL 60106

Re: Elgin O'Hare West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Schoppe:

Thank you for the comments that you provided at the April 18, 2012 Public Hearing.

1 [As part of your comments, you asked why noise barriers are not proposed near County Line Road and Green Street in Bensenville. The properties adjacent to Green Street and within this general area are industrial in nature and are not considered sensitive receptors that would be analyzed for noise impacts. In addition, if your property were a sensitive noise receptor, your location is beyond the 500 foot effectiveness distance for a noise wall.


2 [The project is being constructed by the Illinois Tollway as part of the Illinois Tollway's 15-year capital program, *Move Illinois: The Illinois Tollway Driving the Future*. As indicated in the *Move Illinois* program, construction of the south leg of the West Bypass is scheduled to occur between the 2018 and 2022 timeframe.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Ms. Kim Schoppe
October 5, 2012
Page 2

cc: Michael Cassady, Village Manager, Village of Bensenville

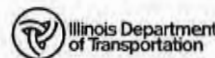
COMMENT FORM



ELGIN O'HARE
WEST BYPASS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



First, thank you for having this session & holding it at a central location & convenient time!

We're most interested in the 1) location of the noise wall north of Elgin O'Hare west of Meacham/Medina Rd. the proposal we saw saw a new wall moved north to the north side of the wetland ponds. We are strongly opposed to this idea - it would cost much more for so much more wall & be unsightly for us & neighbors. We are glad the decision was made to use the existing wall location. Great!

2) Noise from the expressway is high. A noise wall does not help much. I believe that converting from concrete to asphalt (sp?) is the way to go. Compare the noise at our location to a similar distance from the 53 in Palatine @ Twin Lakes - VRR? much more quiet! why? Asphalt used on that section of 53. We are in favor of a conversion to asphalt.

Thanks,

Doug Schreiber

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

Doug Schreiber

Address:

1058 Tennessee Ln
Elk Grove Village

Phone:

847-923-9850

email doug-schreiber@yahoo.com



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Doug Schreiber
1058 Tennessee Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Schreiber:

Thank you for the comments that you provided at the April 18, 2012 Public Hearing.

1 [Your comments indicate a preference for the location of the proposed noise wall on the north side of the Elgin O'Hare Expressway, west of Meacham Road. The proposed location of this noise wall has been moved south of the pond so that it is adjacent to the westbound entrance ramp from Meacham Road (see attached exhibit).

2 [The Illinois Tollway uses both concrete and asphalt as paving materials for its roadways. For this project, the decision on which material to use will be dependent upon future traffic mix and volumes (trucks versus cars). The final determination of the preferred material type will be made during final design.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

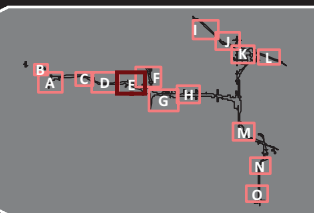
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village



LEGEND

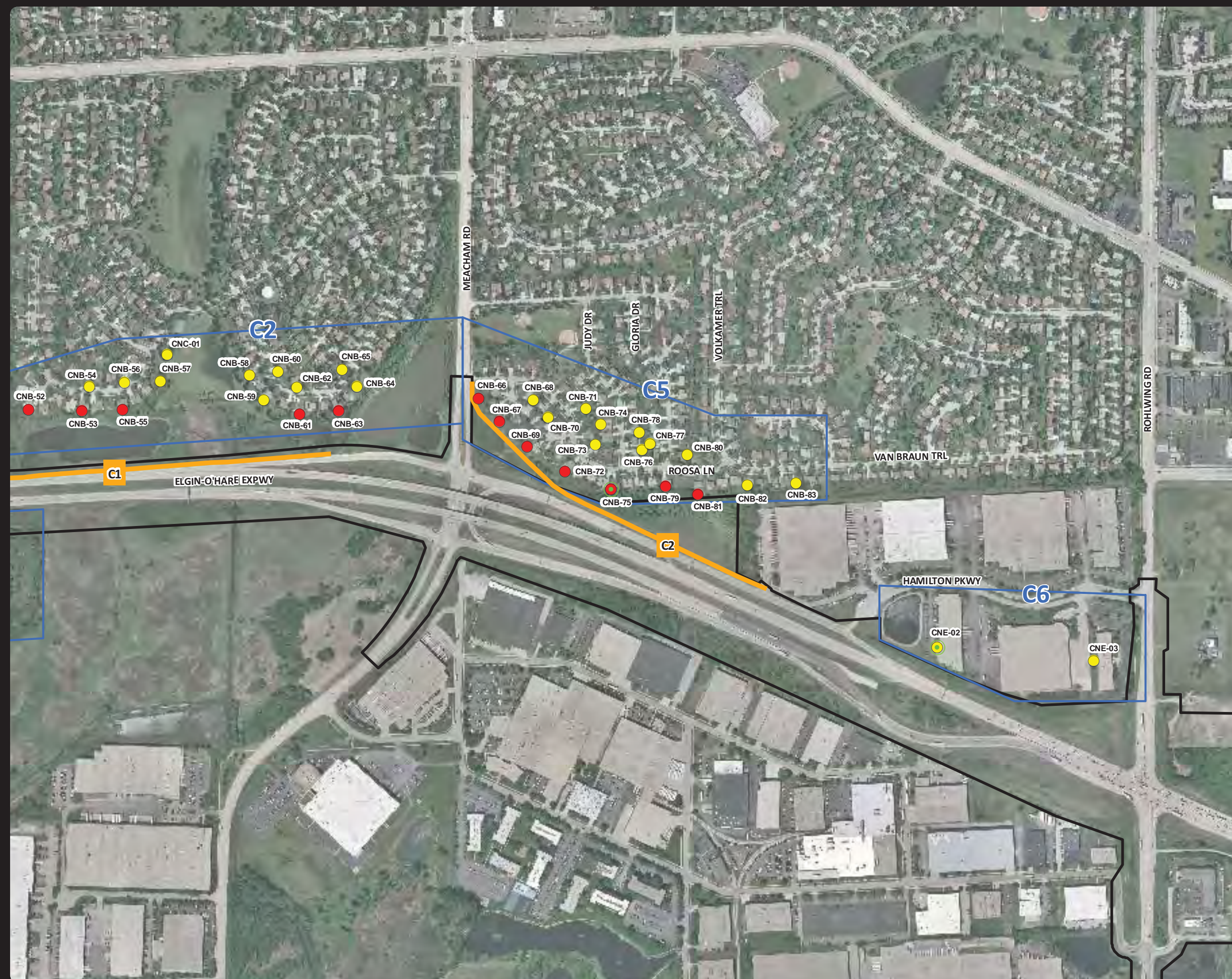
- Receptors
- Impacted Receptors
- Representative Worst Case Receptors
- Noise Barrier to be Implemented
- Common Noise Environment
- Project Corridor

Note:
- Barrier locations are approximate.

Source:
- Aerial photography: City of Chicago, 2009



Noise Receptors
Section C



COMMENT FORM



ELGIN O'HARE
WEST BYPASS

continuous improvement solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Illinois Department
of Transportation

I ~~DO~~ BELONG TO MAYWOOD SPORTSMAN CLUB
I HAVE GRAVE CONCERNS REGARDING SAFETY &
ENVIRONMENTAL ISSUES. I AM REFERRING TO THE
294 SOUTH EXIT RAMP ON COUNTY LINE RD. THE EXIT
RAMP IS EXTREMELY CLOSE TO OUR LAKE THAT HAS PREMIER
FISHING QUALITY. THE ROAD SALT FROM THE WINTER ALONE
WILL POISON OUR WATERWAY WHICH FLOWS TO A SECOND
SMALL LAKE WHICH FLOWS EVENTUALLY TO A WETLAND AREA
AND INTO SALT CREEK. THE TRAFFIC FROM THE EXIT RAMP
COMING DOWN THE RAMP POSES A HUGE RISK TO OUR MEMBERS,
ESPECIALLY THOSE WITH TRAILERS, TRYING TO ENTER/EXIT
THE CLUB. BECAUSE WE DO TRAP SHOOTING, WHICH GENERATES
REVENUE FOR THE CLUB OPERATIONS, WE WILL PROBABLY LOOSE
20,000-30,000 ANNUALLY BECAUSE 2-3 TRAP FIELDS WILL
HAVE TO BE CLOSED SINCE THE ROADWAY WILL NOW BE
CLOSER. DURING CONSTRUCTION THERE IS THE MATTER OF
SECURING OUR PROPERTY, DAMAGE TO THE WATERWAY, REPLACEMENT
OF OUR FENCING, RELOCATING OUR GATED ENTRANCE. ALSO A
CONCERN IS THE LIGHTS FROM OUR TRAP FIELDS SHINING
INTO THE EYES OF DRIVERS EXITING AND CAR LIGHTS SHINING
INTO A SHOOTERS EYES WHILE SHOOTING. WE HAVE EVENING TRAP SHOOTING
PLUS MORE.!!!

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: GERRY SEIWER

Address: 1635 N. 77TH AVE

ELMWOOD PARK IL 60707

Phone: 708-268-5504

MOVE THE RAMPS 1500 FEET NORTH OR SOUTH. IT WILL
STILL WORK.



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Gerry Seiwert
1635 N. 77th Avenue
Elmwood Park, IL 60707

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Seiwert:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1

The Illinois Department of Transportation (IDOT) and the Illinois Tollway have been coordinating with the Maywood Sportsmen's Club regarding the concerns the Club and its members have expressed. Enclosed, please find a copy of the letter sent to the Club that responds to those concerns.

IDOT is currently evaluating all input received from the public and is making any feasible adjustments to the design. These adjustments will be presented in the Final Environmental Impact Statement that is expected to be distributed later this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Enclosure

cc: Paul Volpe, Village Manager, Village of Elmwood Park



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 3, 2012

Mr. Michelangelo Scafidi
President, Maywood Sportsmen's Club
P.O. Box 522
Elmhurst, IL 60126

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. Scafidi:

Thank you for the comments that you provided during the public comment period. The Illinois Department of Transportation (IDOT) and Illinois Tollway have considered each of the issues stated in your May 10, 2012 comment letter.

In your comment, concerns were cited regarding the proposed improvements along the Maywood Sportsmens Club (MSC) property. In response, several alternative locations have been examined, including moving the ramp either further north or south to address those concerns. Additional analysis and discussions with the MSC, the City of Elmhurst, the City of Northlake, and McMaster-Carr Supply Company has lead to a decision by IDOT and the Illinois Tollway to adjust the location of the ramp. In a joint meeting of the stakeholders on June 6, 2012, the re-evaluation of the ramp location was discussed and the preferred alternates presented. At that meeting, consensus was reached by the agencies and the stakeholders that the preferred location of the ramps would be shifted to option B, as shown in the attached exhibit.

The MSC also indicated concerns regarding what the potential impacts would have on the chloride levels in the lakes and wetlands on the MSC's property and the subsequent effect on breeding habitat for fish and wildlife. The Tier Two Draft Environmental Impact Statement (EIS) contains a detailed analysis of chloride runoff and related stream or water body contamination. It is important to note that planned roadway improvements in the vicinity of the MSC would be served by a closed drainage system. Stormwater piping would capture and convey roadway runoff to infield areas and/or to nearby stream channels, and the system would extend across the full length of the MSC property bordering County Line Road. Therefore, no fugitive runoff would reach the MSC's lake. Further, the U.S. Army Corps of Engineers (USACOE) has directed the project to use Best Management Practices (BMP) for enhancement of water quality.

Mr. Michelangelo Scafidi
October 3, 2012
Page 2

The project team has developed a concept plan for the implementation of BMP for this purpose. The use of infiltration beds, bioswales, and dry basins are part of the family of techniques available for water quality enhancement.

All sections of the project will require the use these BMP to address the requirements of the USACOE.


MSC also noted that the tree line along County Line Road would be removed, and requested a screen or visual barrier along the roadway to reduce headlight glare into their property. The roadway improvements at this location will include a visual barrier approximately 1,100 feet in length and about eight feet high, and will likely be constructed as post and panel. The final details will be determined in final design, and will include further coordination with the MSC and other stakeholders.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

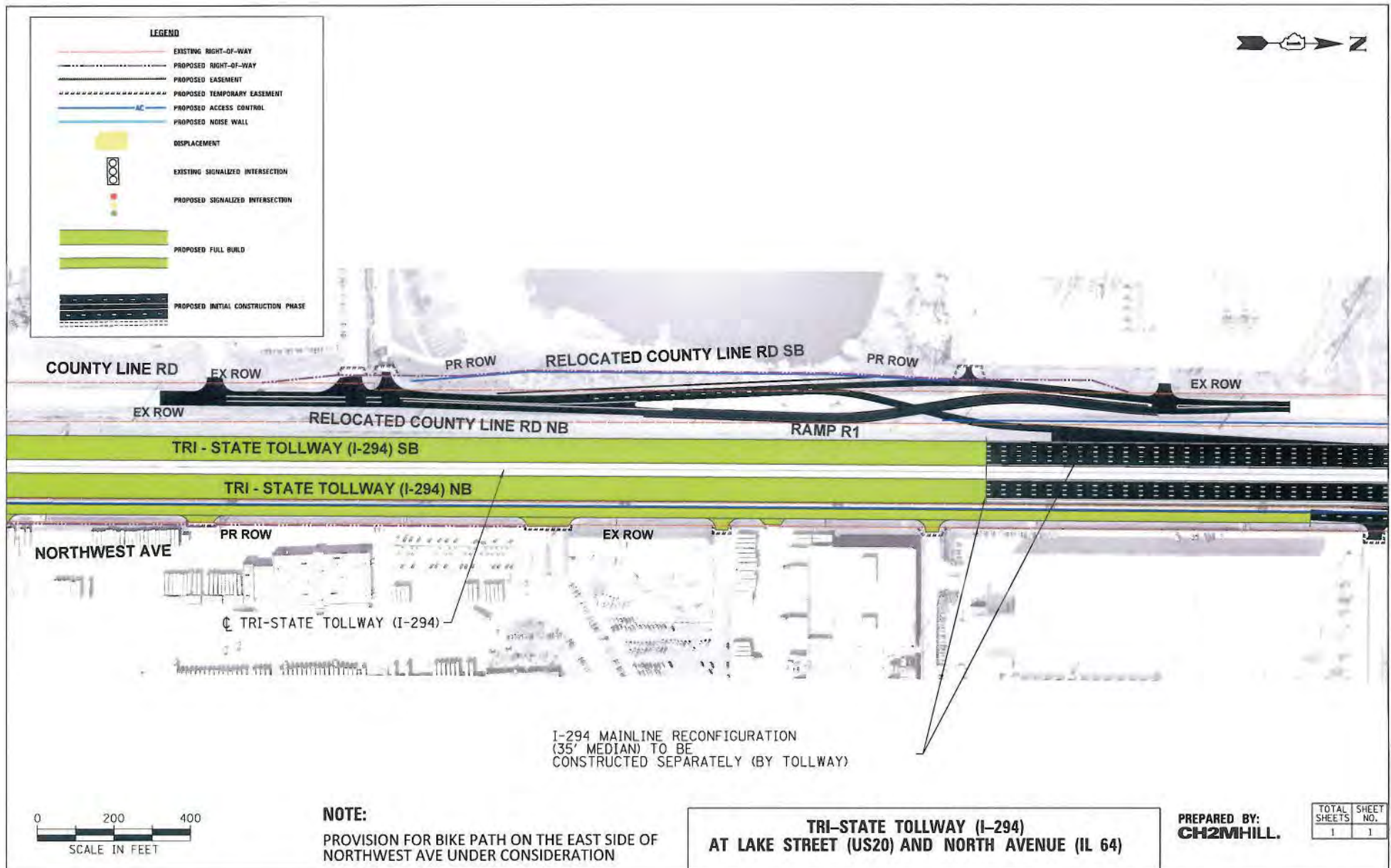
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: James Grabowski, City Manager, City of Elmhurst



COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

2

3

4

Overall I fully and completely support the entire project. However the long time table is unacceptable to me. A 3.5 year full (not interim) build out should be done. This will ultimately save time and money. Additionally I do not support the interim West O'Hare access as proposed. It should be fully constructed as shown in previous drafts. Also the loss of the Des Plaines Oasis is problematic but I'm not sure where to relocate it to. The proposed interchange at Elmhurst Road is a good "new" design. The conversion of the existing Elgin O'Hare should be reconstructed not refurbished with additional lanes. All construction should be concrete not asphalt. Bad design with no S/B 294 to new South Leg and new South Leg to N/B 294. Very bad design. Also the interchange at North Ave and 294 appears to be problematic and "clunky" in design and drivability, but something must be done at that location. All utility lines must be buried not just moved. Build it, build it now and then S3 North.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name: SAM L SEABORN

Address: 1054 HOLLY CIRCLE

LAKE ZURICH

Phone: 847 646 6263



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Sam L. Semrow
1074 Holly Circle
Lake Zurich, IL 60047

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012, Public Hearing

Dear Mr. Semrow:

Thank you for the comments that you provided at the April 18, 2012, Public Hearing.

1 Your comments indicated concerns regarding staging the proposed improvements rather than building the entire project at one time. The Elgin O'Hare West Bypass project is a large and complex project and one that requires a substantial investment. In fact, the project represents the largest portion of the Illinois Tollway's 15-year capital program, *Move Illinois: The Illinois Tollway Driving the Future*. The project will require relocation of utilities, land acquisition, residential and commercial relocations, complex and lengthy construction near O'Hare International Airport as well as construction of three complex interchanges at Illinois Route 53/I-290, I-90 and I-294. The Illinois Tollway will construct the project in phases with consideration given to project and right-of-way readiness and funding availability. The *Move Illinois* Program is funded by bonds and toll revenue generated through a toll rate increase for passenger vehicles effective in 2012 and a previously approved increase for commercial vehicles beginning in 2015.

2 You also noted concerns with the proposed interim O'Hare West access and the loss of the Des Plaines Oasis. Given that the timeframe for construction of the west terminal is unknown, an initial access design is proposed which will serve any initial uses at that site. A high capacity interchange has also been designed as part of this study to accommodate the full build out of the western terminal. With regard to the displacement of the Des Plaines Oasis, there were very limited opportunities for connecting the Bypass to I-90. The preferred alternative, at the location of the existing Des Plaines Oasis, had the fewest impacts. The Des Plaines Oasis is not planned to be replaced at another location.

Mr. Sam L. Semrow
October 5, 2012
Page 2

3 | Your comments further included a recommendation for reconstruction of the existing Elgin O'Hare Expressway rather than resurfacing of the roadway. The pavement condition does not warrant reconstructing the existing facility. The proposed improvements consist of adding one lane in each direction to the inside (median) of the existing mainline lanes.


4 | Lastly, you noted concerns regarding the configurations of the I-294/West Bypass interchange as well as the I-294/North Avenue (IL Rte 64) interchange. With regards to the I-294/West Bypass interchange, traffic projections did not warrant ramps providing access to and from I-294 to the north. Motorists making these movements would utilize the existing interchange at Irving Park Road/I-294 or the proposed future interchange at Irving Park Road/West Bypass. With regards to the I-294/North Avenue interchange, the objective is to provide a more direct southbound I-294 to eastbound North Avenue (IL Rte 64) movement. The many design constraints at this location limited the options for configuring the interchange, but traffic simulations demonstrate the ability of the proposed design to efficiently move traffic in the desired manner.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By:


Peter E. Harmet, P.E.
Bureau Chief of Programming

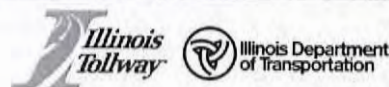
cc: Jason Slowinski, Village Administrator, Village of Lake Zurich

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
communities opportunities solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Property Information:

2700 Touhy Ave
Elk Grove Village, IL

Property Owner:

Electronic Interconnect

PIN: Impact Type:

082 64 11003 TE (0.02 ac)

082 64 11003 Partial Take (0.02 ac)

082 64 11005 TE (0.02 ac)

082 64 11005 Partial Take (0.02 ac)

Question: 1

① When (date?) of work will start to the TE & Partial take

② When work will finish so that we can start using TE

③ Total Partial Take is 0.02 + 0.02 AC.
Final - ? → No change?

Name: SANTAY SHAH

Address: 2700 TOUHY AVE

ELK GROVE VILLAGE, IL, 60007

Phone: 847 364 4848

Cell: 219 201 2675

Email: scs@eiconnect.com

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

September 17, 2012

Mr. Sanjay Shah
2700 Touhy Avenue
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Shah:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you asked when the partial acquisition and temporary easement affecting your property might be required. The project is being constructed by the Illinois Tollway as part of the 15-year capital program, *Move Illinois: The Illinois Tollway Driving the Future* (Move Illinois Program). As indicated in the Move Illinois Program, construction in this area is scheduled to occur between 2015 and 2017. You will be contacted approximately 18-24 months prior to construction.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

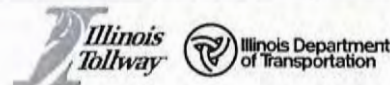
cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM

ELGIN O'HARE
WEST BYPASS
communities opportunities solutions

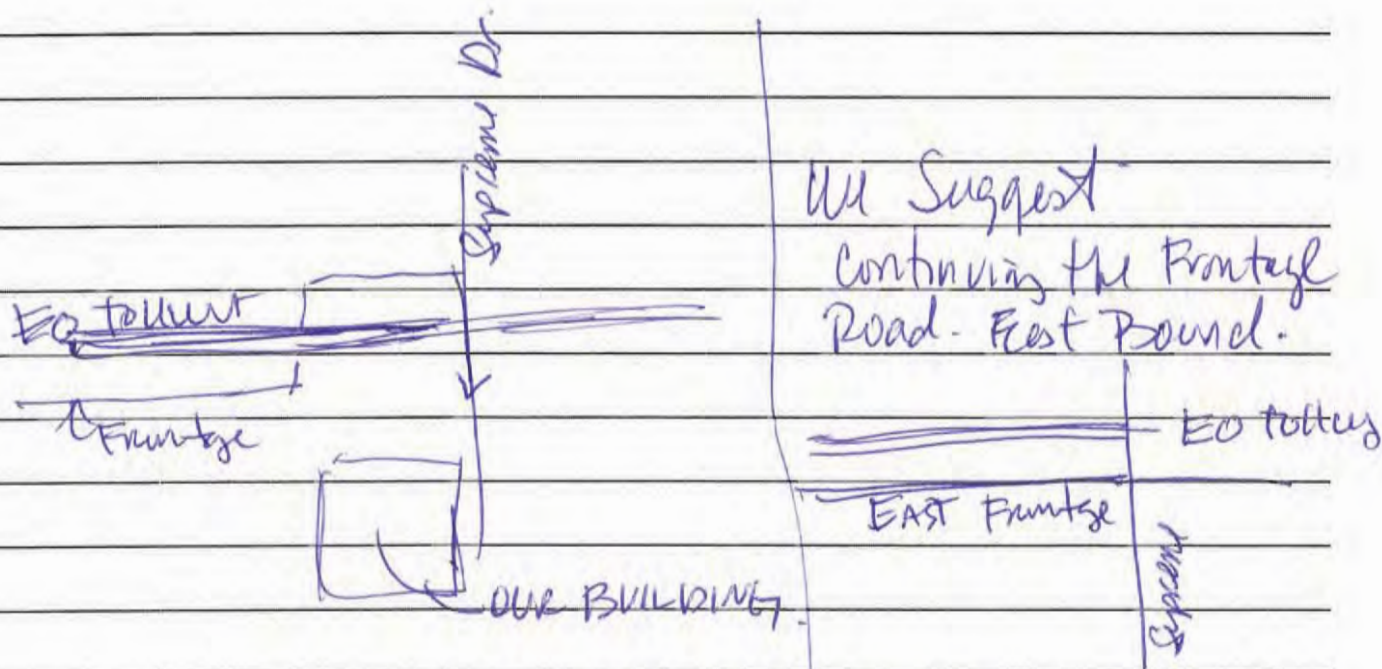
Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



RE: Intersection of Supreme Dr & Thorndale in Bensenville.

Proposed East Frontage road to access our property will create ~~driving~~ an access right move for trucks and vehicles. by requiring traffic to head North under the EO tollway turn right on N Frontage Road to access Supreme Dr.



I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: CHARI SMAGATZ
(AS AGENT FOR SUPREME LLC.)
Address: 20 N. MARTINGALE
SUITE 100
SCHAUMBURG IL 60173

Phone: _____



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Ms. Shari Smagatz
20 N. Martingale, Suite 100
Schaumburg, IL 60173

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Smagatz:

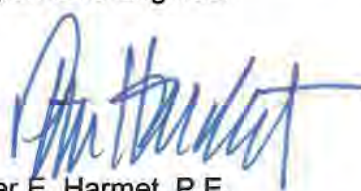
Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you expressed concern regarding the proposed design of the frontage road between Illinois Route 83 and Supreme Drive. This section of frontage road has been redesigned as a continuous frontage road between Illinois Route 83 and York Road, where the section between Illinois Route 83 and Supreme Drive is one-way eastbound and the remaining section to the east accommodates two-way travel. The revised design is contingent upon Illinois Commerce Commission (ICC) approval of an at-grade railroad crossing on the proposed frontage road east of Illinois Route 83 (see the attached exhibit).

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

cc: June Johnson, Director of Transportation, Village of Schaumburg

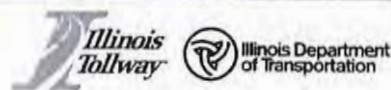


COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 OUR BIGGEST CONCERN IS THE SOUND ISSUE AND
SOUND WALL. THE NEW SYSTEM OF RAMPS COMING
OFF OF I 290 / THORNDALE INTO PARK BLVD
DIRECTLY WILL IMPACT OUR TOWNHOME.

WE DON'T THINK THE WALL WILL BE ENOUGH, ~~IT~~
WE NEED SOUND PROOF WINDOWS!

RECOMMENDATION:

SOUND PROOF WINDOWS IN
UNITS DIRECTLY IMPACTED BY
THE NEW RAMPS & EXPRESSWAYS!

I ☒ do not ☐ desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Aneta & Michal SNIADAKA

Address: 972 WILLOW ST.

ITASCA, IL 60143

Phone: (773) 879-4209



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. and Mrs. Michal Sniadala
972 Willow Street
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. and Mrs. Sniadala:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

In your comment, you recommended sound insulating windows in addition to the proposed noise barrier. Based on the traffic noise model analysis, your residence did not incur noise levels above the threshold for abatement (66 dBA). However, a noise barrier is planned near your residence (I-290/Thorndale Ave) and will have some ancillary sound reducing benefit for your home.

IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting in later this fall.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Mr. and Mrs. Michal Sniadala
October 5, 2012
Page 2

cc: Evan Teich, Village Administrator, Village of Itasca

COMMENT FORM

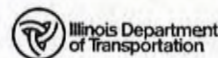


ELGIN O'HARE
WEST BYPASS

communities opportunities solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

WHEN ACQUIRING ROW IS IT CHEAPER TO PUT
AFFECTED ROAD OVER AS A OVERPASS OR UNDER AS A UNDERPASS
(IE ROWLING) AS IN THE PROPOSED BRIDGES (NB + SB)

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: WILLIAM L. STRAWN

Address: 300 S. HECHORY AVE

BARTLETT, IL 60103

Phone: 630/487-6079



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

August 31, 2012

Mr. William L. Strawn
300 S. Hickory Avenue
Bartlett, IL 60103

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Strawn:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [In your comment you asked whether it is less expensive to carry Rohlwing Road (IL 53) over the Elgin O'Hare Expressway. In this situation the project team determined that IL 53 should pass over the Elgin O'Hare Expressway in order to accommodate the ramps at the nearby I-290 interchange. This also resulted in significant cost savings, as the proposed mainline tollway will be maintained generally at natural ground elevations, which avoids expensive earthwork.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Valerie Salmons, Village Administrator, Village of Bartlett

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



DESPLAINES MOBILE HOME PARK
500 W TOUCHY AVE
DESPLAINES IL 60018

847-827-6162

OWNER CALVIN LEUNG

GEORGE & GLORIA TAYLOR PROPERTY MANAGERS
AGENT FOR THE OWNER.

PARCEL # 0825301005

1 CONCERNS: WATER MAINS IN FRONT OF OUR WATER TOWER - NEAR THE
~~WE~~ EASEMENT - (WELL WATER)

2 WE ALLOW THE SCHOOL BUSES TO COME UP ONTO THE PROPERTY
FOR PICK UP AND DROP OFF THIS IS THRU OUT THE DAY - TO HAVE THE
KIDS OUT ONTO TOUCHY AVENUE - IS SOMEWHAT OF A CONCERN

1 WE WERE ORIGINALLY TOLD THAT THEY WERE GOING TO TAKE THE WATER TOWER -
OFFICE BUILDING AND 8 OF OUR MOBILE HOMES - W/O THE WATER TOWER
WE COULD NO LONGER OPERATE TODAY WE MEET W/ LIDIA A. PILECKY, PE
VICE PRESIDENT TRANSPORTATION BUSINESS GROUP SHE INFORMED US
THAT THIS IS NOT THE CASE - STILL CONCERNED

1

I (do ☐ do not ☒) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name:

GLORIA TAYLOR DBA
DESPLAINES MOBILE HOME PARK

Address:

500 W TOUCHY AVE
DESPLAINES IL 60018

Phone:

847-827-6162

gloriakaye2000@yahoo.com



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 19, 2012

Ms. Gloria Taylor, DBA
Des Plaines Mobile Home Park
500 West Touhy Avenue
Des Plaines, IL 60018

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Taylor:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 In your comment, you indicated concern regarding the Elgin O'Hare – West Bypass project's potential impacts to the Des Plaines Mobile Home Park. The Old Higgins Road Quadrant Bypass intersection alternate is being carried forward as the preferred alternate for the IL 72/Elmhurst Road intersection improvements (see attached exhibit). Amongst other benefits, the preferred Old Higgins Quadrant Bypass will establish a new four-legged intersection that includes the mobile home's IL 72 access point. This new four-legged intersection will be channelized with left turn lanes and controlled by a new traffic signal.

With regards to the water tower, preliminary plans indicate the water tower will not need to be removed to accommodate the proposed improvements. You also noted concern regarding the watermain. Potential impacts to the watermain will be evaluated further during detailed design development and if possible we will work to avoid or minimize impacts to the watermain, if it is determined there are impacts. Avoidance of the water tower and watermain will be a priority.

2 In your comment you also indicate you allow school buses to utilize the property to pick up and drop off school children. Preliminary design indicates the need for a strip approximately 15 feet wide along the south side of the property to accommodate the proposed improvements. Touhy Avenue, in this location, will be widened to accommodate a new center median from which an eastbound left-turn lane for accessing the Des Plaines Mobile Home Park will be added. Additionally, a new 10 foot wide multi-use trail will be placed along the north side of Touhy Avenue as well. Even with this proposed widening, school bus pick-ups/drop-offs will still be accommodated on the mobile home park property.

Ms. Gloria Taylor, DBA
October 19, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

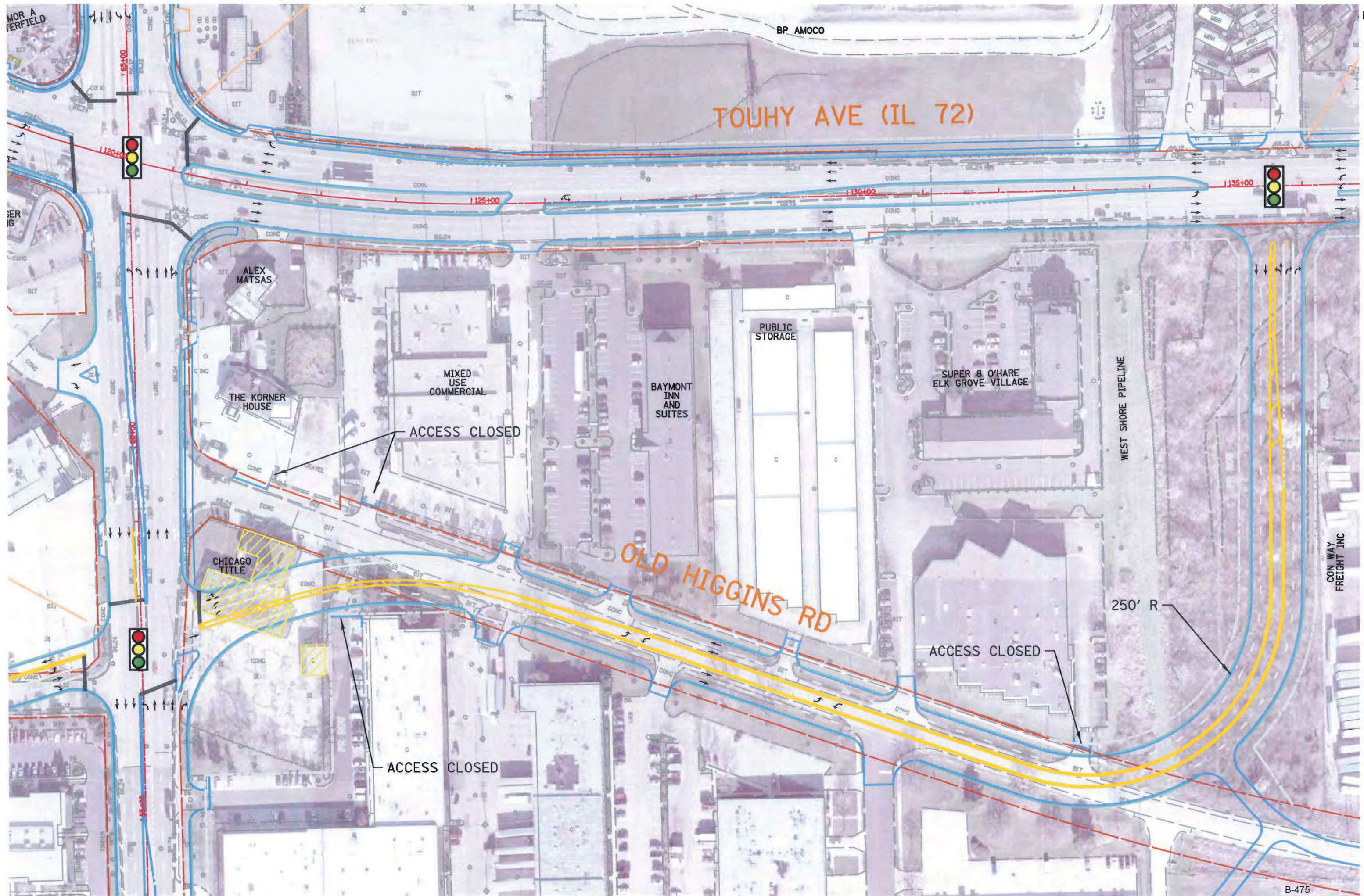
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Tim Oakley, Dir. Of Trans/Public Works, City of Des Plaines



COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

When construction begins on Acorn Lane in Franklin Park, the demolition equipment will severely impact our ability to do business. We are currently street loading off Acorn and will have no other way to ship product if the street is unavailable.

Thule Group

3737 N. Acorn Lane

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name: Robert Ward

Address: 3737 N. Acorn Lane

Franklin Park

Phone: 847-455-2420 XT 117



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. Robert Ward
Thule Group
3737 N. Acorn Lane
Franklin Park, IL 60131

Re: Elgin O'Hare West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Ward:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

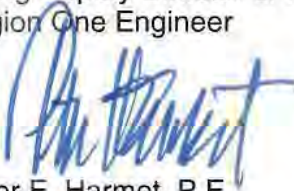
1

Your comment expressed concern about project-related impacts to Acorn Lane and efforts being made throughout the construction period to minimize property impacts. Both construction staging plans and maintenance of traffic plans will serve to manage construction, the flow of traffic, and property access. During the process of developing construction staging plans and maintenance of traffic plans, there will be opportunities for your input. Advanced notification of these opportunities will be provided to local property owners.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

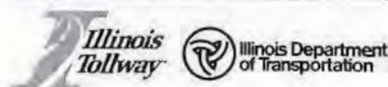
cc: John Schneider, Community Development Director, Franklin Park

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



First of all, thank you for asking. It would probably help you to understand where I reside. I am in a townhome @ 976 Willow Street in Itasca on the northern most limits of our complex, literally the end unit bumped up against Park Blvd West. I have concerns, some of which probably sound dumb, so I apologize in advance, but I've never been through this, so everything is completely new to me. The first has to do with the proposed noise barrier. The preliminary maps indicate that this barrier will be hugging up against Park Blvd West. As Park sits right now, there are trees and other shrubbery about 10-20 feet north of Park. I have talked with other tenants of our complex, and we beg of you, if at all possible, PLEASE put the barrier on the north side of the trees and shrubbery, so we see the trees first, then the barrier. Please don't remove that landscaping, as that's all we will have left. Another issue has to do with the noise itself. As your research has indicated, the convenience of the end product will draw increased traffic to the area, so the noise will be much more significant than it is today. Since I'm in the end unit, and right up against the roadway, which will be moved further south (and a lot closer to my unit via Ramp G6, G5 and G1) than it is today, am I going to be eligible for soundproofing via noise reducing windows? I'm concerned that that's the only way to alleviate what's sure to be a big change from what I hear today. Finally, with where I am located, with roadways G6, G5 and G1 being moved so close to the residence from where the current off ramp (and Thorndale) is located today, are there any "eminent domain" issues that I should be aware of in advance? I would assume that doesn't apply, but these ramps are coming very close in your projections, and I'd want to know as soon as possible. Thank you for your consideration.

Name: David M. Welch

Address: 976 Willow St.

Itasca, IL 60143

Phone: (630) 234-8320

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

October 5, 2012

Mr. David Welch
976 Willow Street
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Welch:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

In your comment, you recommended sound insulating windows in addition to the proposed noise barrier. Based on the traffic noise model analysis, your residence did not incur traffic noise levels above the threshold for abatement (66 dBA). However, a noise barrier is planned near your residence (I-290/Thorndale Ave.) and will have some ancillary sound reducing benefit for your home.

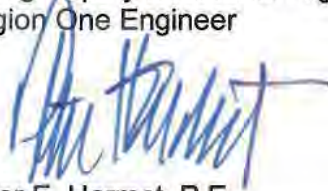
IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

Mr. David Welch
October 5, 2012
Page 2

cc: Evan Teich, Village Administrator, Village of Itasca

From: Elgin O'Hare [noreply@critigen.com]
Sent: Tuesday, April 24, 2012 1:01 PM
To: Braband, Libby/CHI
Subject: Comments - Comment entered Tuesday, April 2...

[Elgin O'Hare](#)

Comment entered Tuesday, April 2... has been added

[Modify my alert settings](#) | [View Comment entered Tuesday, April 2...](#) | [View Comments](#) | [Mobile View](#)

Title:	Comment entered Tuesday, April 24, 2012 10:59:12 AM
FullName:	patricia
Subject:	west bypass
Address:	
AddToList:	No
Email:	pattjc1948@gmail.com
Message:	Will the mobile home park in the area of Elmhurst Rd & Higgins Rd be affected in any way? I 1

Last Modified 4/24/2012 1:59 PM by System Account

From: Krall, Ronald D [Ronald.Krall@illinois.gov]
Sent: Wednesday, October 24, 2012 5:03 PM
To: 'pattjc1948@gmail.com'
Subject: Reply to Patricia, e-mail response, for EO-WB Public Hearing comment
Attachments: patricia reply attachment.pdf

Patricia, you submitted a question relating to the Elgin O'Hare – West Bypass project Public Hearing, that asked:

"Will the mobile home park in the area of Elmhurst Road and Higgins Road be affected in any way?"

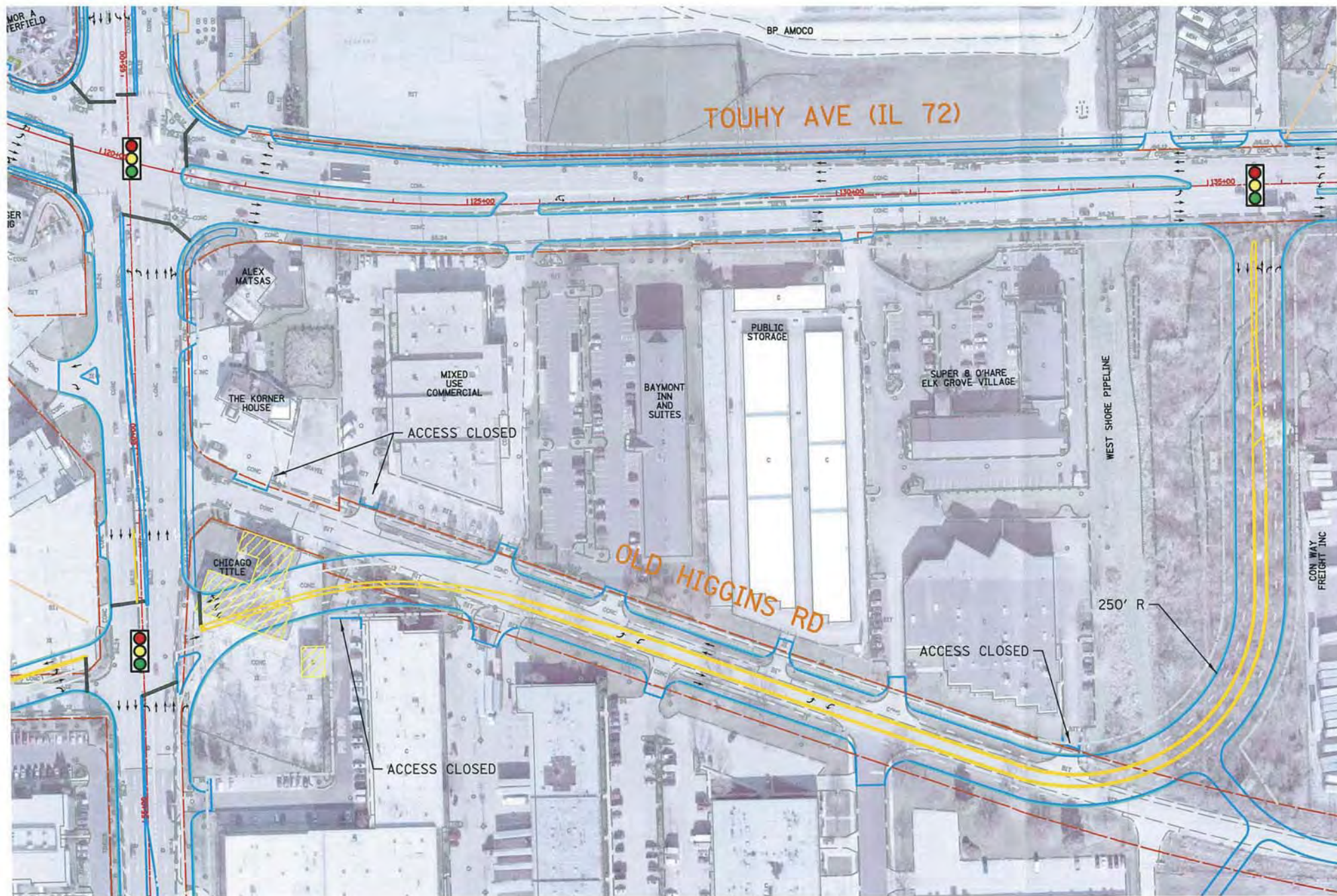
In response, we offer the following reply:

Preliminary design indicates the need for a strip of land approximately 15 feet wide along the south side of the Des Plaines Mobile Home Park property to accommodate the proposed improvements. Touhy Avenue, in this location, will be widened to accommodate a new center median from which an eastbound left-turn lane for accessing the Des Plaines Mobile Home Park will be added. Additionally, a new 10 foot wide multi-use trail will be placed along the north side of Touhy Avenue as well.

The Old Higgins Road Quadrant Bypass intersection alternate is being carried forward as the preferred alternate for the IL 72 (Higgins/Touhy)/Elmhurst Road intersection improvements (see attached exhibit). The widening noted above will allow for a continuous center median separating the east and west bound traffic. The preferred Old Higgins Quadrant Bypass will establish a new four-legged intersection that includes the mobile home's IL 72 (Touhy) access point. This new four-legged intersection will be channelized with left turn lanes and controlled by a new traffic signal.

Due to the minor widening, some right-of-way (ROW) impacts are anticipated (15 feet, as noted above). Preliminary plans indicate that the minor widening will not require the water tower be removed to accommodate the proposed improvements. In addition to the water tower, there are watermains in the area. Potential impacts to the watermain will be evaluated further during detailed design development. At this time, impacts to the watermain are not expected. If it is determined that the watermains cannot be avoided, we will work to minimize any impacts. Avoidance of the water tower and watermains will be a priority.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

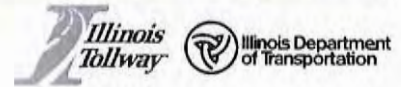


COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
communities opportunities solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I would like a copy
of the proposed drainage plan
Salt Creek Watershed I-290
paper sheet # 183

THANK YOU

GARY BERTHOLD
1023 MARTHA ST
ELK GROVE VILLAGE IL
60007
847-652-4614
grberthold@gmail.com

I (do ☐ do not ☒) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: 

Address:

Phone:

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Michael Bram - CD of Sheet 12 + 13

700 N. Van Auken St
Elmhurst 60126

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name: _____

Address: _____

Phone: _____

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



West Bypass plan sheets 1/2 size

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name: JIM.estus@COLLIERS.COM
TIM Estus - Colliers Inc
 Address: 6250 N River Rd 11-100
Rosemont, IL 60018
 Phone: 847 698-8235

From: Elgin O'Hare [noreply@critigen.com]
Sent: Tuesday, April 24, 2012 5:41 PM
To: Braband, Libby/CHI
Subject: Comments - Comment entered Tuesday, April 2...

[Elgin O'Hare](#)

Comment entered Tuesday, April 2... has been added

[Modify my alert settings](#) | [View Comment entered Tuesday, April 2...](#) | [View Comments](#) | [Mobile View](#)

Title:	Comment entered Tuesday, April 24, 2012 3:38:56 PM
FullName:	Jame Honses
Subject:	
Address:	701 Poydras, Suite 1046, New Orleans, LA 70139
AddToList:	No
Email:	jamie.honses
Message:	I would like to get a copy of the plans for this project to determine if Shell's pipeline will be impacted by the project. Thanks

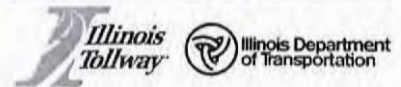
Last Modified 4/24/2012 6:38 PM by System Account

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
COMMUNITY PARTICIPATION PROJECT

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



South Section
Sheet #13

Steven E Johnson
11697 W. Grand Ave
Northlake IL 60164

May I have a copy of stated prints.
Thank You

Steven Johnson
Director of Compliance and Assets
CTL Global, Inc.



☎ 708-223-1181 • ☎ 708-243-2888
sjohnson@ctiglobalsolutions.com
11697 W Grand Ave • Northlake IL 60164
ctiglobalsolutions.com

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name: _____

Address: _____

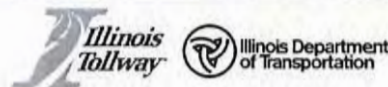
Phone: _____

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
CONSTRUCTION SOLUTIONS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



please send me the gallery map
from the meeting held on
THURSDAY APRIL 18, 2012 at the Belvidere
Sheet NO 21 North section
NORTHWEST QUADRANT NEAR
ELMHURST & TOLSON intersection
NEAR the property at 1100 ELMHURST RD.
ELK GROVE VILLAGE; PIN 08-26-411-006

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: MARK KUPIEC

Address: 77 W. WASHINGTON - 1801
CHICAGO IL 60602

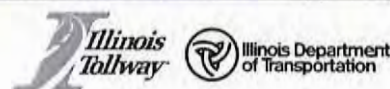
Phone: (312) 541-1878

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
enhancing transportation solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



PLEASE PROVIDE THE DRAWING BELOW
ROADWAY PLAN SHEET LAYOUT
SHEETS # 21 + 20

STEVEN MAGNUS
104 SANDY HOLLOW ROAD
NORTHPORT, NY
11768

SMAGNUS@KLDUABS.COM
(516) 318-5982

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name: _____

Address: _____

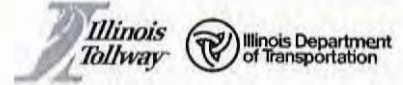
Phone: _____

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
community opportunities solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I would like to have additional
information regarding the Full Build option.

dmumm@wagenerequities.com

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Dennis Mumm

Address: 1840 Industrial Dr #310

Libertyville, IL 60048

Phone: 847-816-2620

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

COMMUNITY OPEN HOUSE

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Illinois Department
of Transportation

Great project. This will become
a vital transportation link for
DuPage County residents. Please
implement this as soon as possible.

I (do ☐ do not ☒) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name:

John P. O'Neill

Address:

3191 Andover Ct.

Aurora, IL 60504

Phone:

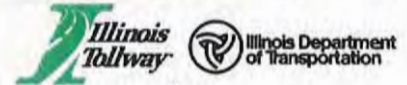
630 978 7675

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I liked the short video that gave a little information about the EOWB. I wish I would of gotten more information since I am not from the area. I came because I am taking a class @ UIU called citizen participation. We came and could have used more information. It was nice to see spanish translation was offered. It was a nice space and set up. It could have been a little more space between spaces and the stands with the pictures.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☒

Name: Grecia Ortega

Address: 101 Thicket Lane

South Beloit IL 61080

Phone: _____

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



We are requesting a copy of
South section sheet no. 16
West By Pass at Irving Park Road (IL 19)

We are opposed to this project
in making Thorndale Road a tollway

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Jim + Judy Pichla

Address: 16 W. Irving Park Rd
Bensenville, IL 60106

Phone: _____

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I AM REQUESTING A COPY OF THE PROJECT TIMELINE
& PROJECT PLAN TIMELINE (ID. CONSTRUCTION TIMELINE).

I AM ALSO REQUESTING A COPY OF THE CENTRAL POSITION
PLANS, SPECIFICALLY SHEET 22 #6, WHERE PARK AVE
& THORNDALE ARE LOCATED, ALONG WITH THE SECTION
WHERE ARLINGTON HUNTLEY ROAD IS LOCATED. A
FULL SIZE SHEET IS PREFERRED. THANK YOU IN
ADVANCE.

[Signature]

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: JEFF ROMANE

Address: 346. W. PRATTEN CIRCLE

STASLA, IL 60143

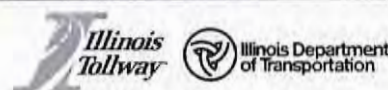
Phone: 630-254-0923

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I would like to request a copy of the Map.
→ Sheet 15, South Section.

Also, please put me on your mailing list.

ANUP RUIA

10909 FRANKLIN AVENUE

FRANKLIN PARK, IL 60131

email: ANUP.RUIA@VALMONT.COM

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: ANUP RUIA

Address: 10909 FRANKLIN AVENUE

FRANKLIN PARK, IL 60131

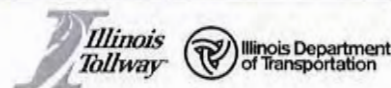
Phone: (847) 455-0884

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
communities opportunities solutions

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Requesting copy of Franklin Park Drainage
Study, electronically or by mail.

Lsenn@rptrust.com

8430 W Bryn Mawr Ave
Suite 400
Chicago IL 60622

Thank you,
Lindsey

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name:

Lindsey Seem

Address:

8430 W. Bryn Mawr Ave
Suite 400, Chicago IL 60622

Phone:

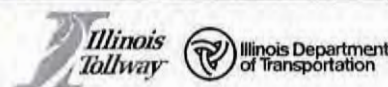
60 773-695-1278

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Please send me the
T&E STATE Tollway at West
Bypass sheet - South section

Sheet # 13

Allan Wasie
605 North West Ave
Northlake, IL



Stephen Vogrin
General Manager

5050 West Lake Street
Melrose Park, IL 60160
708.316.2179 • Fax 708.345.3862 • Cell 708.516.7050
svogrin@republicservices.com
www.disposal.com

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name: Steve Vogrin

Address: Allan Wasie

5050 W Lake Street
Melrose Park, IL 60160

Phone: (708)-345-7050

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS
COMMUNITIES OPPORTUNITIES MOBILITY

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



Ken WISA

11524 W. Addison St

Franklin Park IL

Nexeo SOLUTIONS

847-489-2786

Sheet 13 (South)

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name: _____

Address: _____

Phone: _____